



23 Feb. 1830.

Estimated LIST of DUTIES charged by the Hong Merchants on Goods imported into Canton.

C. Marjoribanks,  
Esq.

	t. m.	£. s. d.	lbs. Avoird.
Cotton . . . . .	1 3 at	0 8 8	at 10/p' 133½d.
Sandal wood . . . . .	2 1 0 0	0 14 0	ditto
Black wood or ebony . . . . .	0 4 9 0	0 3 3.20	ditto
Japan wood . . . . .	0 6 3 0	0 4 2.40	ditto
Camphor, 1st sort . . . . .	109 2 3 2	36 8 2.56	ditto
2d . . . . .	1 9 7 0	0 13 1.60	ditto
Olibanum . . . . .	1 2 0 0	0 8 0	ditto
Patchuck . . . . .	2 1 0 0	0 14 0	ditto
Myrrh . . . . .	2 2 3 4	0 14 10.72	ditto
Cutch . . . . .	0 8 4 5	0 5 7.60	ditto
Tortoise-shell . . . . .	7 0 0 0	2 6 8	ditto
Elephants' teeth . . . . .	5 8 6 1	1 19 0.88	ditto
Rhinoceros' horns . . . . .	24 0 2 1	8 0 1.68	ditto
Buffalo do. . . . .	12 0 8 7	4 6 0.96	ditto
Mother-o'-pearl shells . . . . .	0 4 3 6	0 2 10.88	ditto
Birds' nests, 1st sort . . . . .	24 1 3 2	8 0 10.56	ditto
2d . . . . .	4 5 0 0	1 10 0	ditto
Bicho do Mar . . . . .	0 7 1 8	0 4 9.44	ditto
Shark fins . . . . .	1 0 9 1	0 7 3.28	ditto
Fish maws . . . . .	1 3 2 0	0 8 9.60	ditto
Rattans . . . . .	0 4 3 6	0 2 10.88	ditto
Pepper . . . . .	0 9 8 3	0 6 6.64	ditto
Betel-nut . . . . .	0 3 9 6	0 2 7.68	ditto
Cloves . . . . .	5 8 1 0	1 18 8.80	ditto
Nutmegs . . . . .	4 4 0 9	1 9 4.72	ditto
Tin . . . . .	1 6 8 9	0 11 3.12	ditto
Iron . . . . .	0 2 8 0	0 1 10.40	ditto
Copper . . . . .	1 2 9 0	0 8 7.20	ditto
Lead . . . . .	0 6 8 6	0 4 6.88	ditto
Steel . . . . .	0 7 0 2	0 4 8.16	ditto
Quicksilver . . . . .	1 4 4 4	0 9 7.52	ditto
Amber, large . . . . .	13 4 1 3	4 9 5.04	ditto
small . . . . .	6 7 8 3	2 5 2.64	ditto
Coral beads . . . . .	132 7 5 3	44 5 0.24	ditto
Branch, 1st sort . . . . .	132 5 1 3	44 3 5.04	ditto
2d . . . . .	79 7 1 3	26 11 5.04	ditto
3d . . . . .	13 4 1 3	4 9 5.04	ditto
4th, or fragments . . . . .	6 7 8 3	2 5 2.64	ditto
Cotton handkerchiefs, large . . . . .	0 0 3 0	0 0 2.40	each
small . . . . .	0 0 1 5	0 0 1.20	ditto
Long cloths, 1st sort . . . . .	0 6 7 0	0 4 5.60	p' piece
2d . . . . .	0 2 9 0	0 1 11.20	ditto
Broad cloth . . . . .	0 6 7 8	0 4 6.24	p' 10 ft. 5 in.
Kerseymer . . . . .	0 4 0 6	0 2 8.48	ditto
Camlet, English . . . . .	0 8 4 0	0 5 7.20	ditto
Dutch . . . . .	1 4 7 6	0 9 10.08	ditto
Long ells . . . . .	0 2 7 0	0 1 9.60	ditto
Scarlet cuttings . . . . .	6 0 7 0	2 0 5.60	p' 133½ lbs.
Bees'-wax . . . . .	1 7 9 0	0 11 11.20	ditto
Land otter skins . . . . .	1 8 1 2	0 12 0.96	p' hundred
Sea otter skins . . . . .	1 3 1 5	0 8 9.20	ditto
Rabbit skins . . . . .	0 4 6 2	0 3 0.96	ditto
Beaver skins . . . . .	6 1 2 0	2 0 9.60	ditto
Ginseng . . . . .	48 9 0 0	16 6 0	p' 133½ lbs.
Cudbear . . . . .	0 2 8 0	0 1 10.40	ditto
Cochineal . . . . .	1 9 2 9	0 12 10.32	ditto

N. B.—The China rates are reduced into sterling at 6/8 per tale. The coid is equal to 12½ inches; and the pecul to 133½ pounds avoirdupois.





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654. Could you from an inspection of this document, state to the Committee the amount per cent. of the duties upon the value of any of these articles?—I can have it rated, but I could not immediately state it.

655. Are those fixed duties, or do they vary in different years?—We have been told sometimes that the duties are charged differently. Every foreign trader has been desirous of paying his own duties, but that has always been prohibited. It was among the requisitions made by Lord Macartney of the Viceroy of Canton, but was then, and has been subsequently, refused.

656. Has the duty upon camlets varied materially in your recollection?—I think that has remained steadily at the rate of about eighteen dollars per piece.

657. Notwithstanding this high duty, is there much demand for them in China?—There is a considerable demand. I believe it is an article in which smuggling has taken place to a great extent, from the temptation which a high duty always gives.

658. Can you give the Committee any idea of the quantity of camlets that has been imported by the East-India Company into China?—It is stated in the Returns.

659. Are the Committee to understand, that the whole of the duties that are paid, are paid by the Hong merchants upon the vessels for which they go security?—The Hong merchants are responsible for all duties upon foreign trade. With regard to the persons who deal outside of the Hong, their duties can only be paid through the Hong merchants.

660. Have you any reason to suppose that, in any instance, the duties paid by one merchant are higher or lower than the duties paid by another? or is there any opening for any bargain with respect to the amount of duties?—Not to my knowledge; I should be sorry to say that it were otherwise, from the corrupt nature of the Chinese government.

661. To what, then, do you ascribe the anxiety you state to have been evinced by individual merchants to pay the amount of their own duties?—It was from a wish to ascertain precisely the amount, and how far they could rely upon that amount with a view to future importations.

662. Does not the secrecy which is observed with respect to the amount of duties make it always open to the government officers to demand more or less from one merchant than another?—I do not know that this has ever taken place. The struggle between the Chinese and foreigners has always been, that the Chinese have endeavoured to keep the control of the trade in their own hands; and but for the intervention of the Company, I conceive that the restriction would have been infinitely stricter than it is now.

663. It appears that the importation of camlets has decreased considerably in each year; can you state any reason for that?—A good many Dutch camlets have been imported by Dutch ships; and camlets have also been imported on private account.





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664. Has not the smuggling trade in camlets increased?—The smuggling trade in every article has increased within my knowledge to a very great extent.

665. Has it increased chiefly in those articles on which the duties are highest?—It has increased chiefly in opium, of which there is a prohibition.

666. Of the rated articles, must not the tendency of the smuggling trade be to increase most in those articles upon which the duty is highest?—Certainly.

667. Is not the duty upon camlets high?—Yes; I have stated it to be nearly fifty per cent. on the sale price.

668. Therefore may it not be presumed that the smuggling trade in camlets has increased?—I cannot speak from any certain knowledge of its increase.

669. How many Hong merchants are there?—Seven.

670. That is a lower number than formerly existed, is it not?—Within my recollection I think there have been seven, eight, nine, ten, and eleven.

671. What causes have led to the diminution of the number of Hong merchants?—Bankruptcies among them.

672. How do the seven existing Hong merchants stand now with respect to property?—Howqua, the senior merchant, is a man of very large property. The second in the Hong, Mowqua, has been a man of large property, but he is of more questionable property now; I consider him still to be a very sufficient merchant. Puankhequa and Chunqua are both men of opulence. I should say the same of Goqua. Kinqa and Fatqua, the two juniors, I believe to be poor men, and indifferent merchants.

673. Have you known any connexion existing between the outside merchants and the Hong merchants, by which the capital obtained of the outside merchants is brought to support the lower class of Hong merchants?—I believe that exists.

674. Is not Dr. Morrison the interpreter of the Company?—He is.

675. Is he not also the Editor of the Canton Register?—No, I believe not.

676. Is he a proprietor?—Not to my knowledge.

677. Are you acquainted with the statements of commerce which are contained in the Canton Register?—I have seen them.

678. As far as they have come within your information, do they contain accounts upon which reliance can be placed?—Sometimes the information in them is correct, and sometimes incorrect. The Canton Register is like other newspapers in this respect.

679. Do the Hong merchants make any objection to entering into security for the American ships?—The Hong merchants have invariably declared their preference to being security for the Company's ships; they wish to refrain





refrain from being security for other ships. I have understood that the Americans, upon occasions, could only get Hong merchants to become security for the ships by agreeing to carry on their commercial transactions with them.

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680. In point of fact, do not the Hong merchants become security for a very considerable number of American ships, exceeding thirty in a year?—Every ship that arrives at Canton some Hong merchant must be security for. The American ships of late years have been below thirty in number; only twenty in 1827-8, and below that number, I believe, in the subsequent year.

681. Is there any additional charge made by the Hong merchant upon the American ship, not made upon the British ship, which can measure the indisposition of the Hong merchant to become security for the one as compared with the other?—What I have stated, I think, in some measure answers the question, that I have known instances where the Hong merchants have declined being security for the American ships, unless the agents of those ships agreed to trade with them. I conceive that afforded the Hong merchants an opportunity of imposing an indirect tax upon the American ships.

682. Where a Hong merchant becomes security for the Company's ship, does not the trade of that ship necessarily turn to the Hong merchant?—Not at all.

683. In the case in which the trade of a British ship does not go through the Hong merchant, is it not an arrangement, with the assent and permission of the Hong merchant, that the trade is carried on with an outside merchant?—If the goods are shipped from Canton, they can only be shipped from the warehouse of a Hong merchant, therefore it must be with his sanction. The junior merchants, the poorer merchants, have been those most disposed to permit such shipments; they have often formed connections with the outside men, which have been very injurious to themselves, and injurious to the trade generally.

684. Are the instances numerous, in which you have, in your experience, known the Hong merchants to refuse becoming security for American ships?—The Hong merchants did not refuse to become security; but they showed an indisposition to become security, which indisposition did not extend to the ships of the Company.

685. How did they evince that indisposition?—By in some instances requiring, I have been told, an indemnity bond of the captain or supercargo of the vessel; by the Hong merchant requiring, in some instances, that he should be dealt with in preference to any other merchant.

686. How could a Hong merchant become security for a ship without that ship dealing with him?—It is constantly the case with the Company's ships; they become security for the ship, with no reference to their future commercial





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mercial dealings at all. The merchants become security successively for the Company's ships as they arrive.

687. What is the inducement to the Hong merchant to become security for a ship, when he has none of the dealings with that ship put into his hands?—He has no particular inducement to become security for an individual Company's ship, except from the advantages which he derives from the trade generally.

688. Did you ever know a Company's ship to be secured by a Hong merchant who had not a share in the Company's business?—The Hong merchants have all shares in the Company's business.

689. Are not some of the junior Hong merchants in such a state of embarrassment as to induce the Select Committee not to trust them with the management of the shares assigned to them, but that those shares are managed by other more responsible Hong merchants on their behalf?—Not now. In former years, when the juniors have been in difficulties, such has been the case.

690. Do the Hong merchants ever become security for private ships which do not deal with them?—I cannot say that they have not done so.

691. Is there any indisposition on the part of the Hong merchants to give security for country ships?—I may say, to a certain extent, it has been; for they have required indemnity bonds, upon some occasions, to be given by persons connected with the country trade, to protect them against any exactions from the government, in event of deviations from the Chinese regulations on the part of the persons connected with that trade.

692. Did you ever know that course adopted with respect to American ships?—I have been told that it has been; I have been told that indemnity bonds have been required from American agents.

693. With respect to ships of other foreign countries, Dutch ships for instance, are you aware of any indisposition on the part of the Hong merchants to become security for them?—The Dutch trade has been very limited of late years; but I am not aware of any such indisposition.

694. Will you describe the process that takes place upon the arrival of a ship, for the purpose of finding a merchant to become security?—As far as the Company are concerned, it has been arranged that the Hong merchants shall successively become security for the ships as they arrive.

695. Within the last two or three years has not one of these Hong merchants become insolvent?—Yes.

696. Which of them is that?—Manhop.

697. Has he still a share of the Company's business?—No.

698. Would Manhop be asked or permitted to secure one of the Company's ships?—He is no longer a merchant; I believe he is at this moment at Elee, in the centre of the wilds of Chinese Tartary.

699. Is





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699. Is not his hong still at Canton, and in the list of the security merchants?—No; he is a bankrupt, and his hong is dissolved.

700. Did he not remain at Canton some time after he became a bankrupt and compromised with his European creditors?—I believe he was kept in very close confinement, by order of the Chinese government, for a number of weeks. He was very much addicted to opium smoking, and, I believe, that was his only consolation.

701. If one Hong merchant failed with money belonging to an European in his hands, are not the Co-hong responsible for that debt by the law of China?—By the law of China to a limited amount only, to the amount of 100,000 taels: that is the Imperial law, but that has never been acted upon.

702. You stated that there have been other ports besides Canton where other Europeans have had access, as Amoy; can you state whether the same mode of carrying on business through Hong merchants exists at those establishments as at Canton?—I stated that the Spaniards still possessed the privilege, which I believe to be a merely nominal one, inasmuch as they have taken no advantage of it of late years; therefore no mercantile establishment exists with a view of carrying on trade, because there is no trade.

703. Do you know whether there was an establishment of Hong merchants for the purpose of carrying on trade there?—There is no foreign trade there now whatever, and therefore no merchants. I believe there was in former years.

704. Do you know what was the establishment when foreign trade was carried on?—Upon reference to the records of the Company, I have seen a description of persons spoken of during the early periods of our trade, designated government merchants; those persons have been persons who were put forward by the Chinese government to deal with foreigners, and responsible to the government, much in the same way that the Hong merchants are now. The early period of our trade with China shows the commerce very ill conducted, and displays the English character to very little advantage. The Portuguese and Spaniards, the Dutch and English, first appeared on the coasts of China as a race of men eagerly desirous of wealth, but careless of the means by which it was obtained. The Chinese were at all times their masters in the arts of fraud and deception; but it cannot excite surprise that a people wisely estimating the advantages of peace as the first of blessings which can be bestowed upon a nation, should have regarded the constant contentions of these early adventurers with the contempt and indifference which they deserved.

705. You have given in a table, showing that the barter trade in the year ending the 30th of June 1828, in the port of Canton, amounted to 20,364,000 dollars; can you state what proportion that bears of the whole foreign trade at Canton?—I could give a statement of the amount of American trade, if it





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it were not already before the Committee; and a comparison of the two statements, with that of the Dutch included, would give the result. I should say the British trade at Canton is very considerably beyond all the others.

706. By this statement it appears that the trade on the part of the Company imports 4,518,000 dollars, and that on private accounts including 11,243,000 dollars. The amount by the private individuals is 12,365,000 dollars. Will you state in what manner this account is made up, to enable them to show the amount of imports of opium, when it is a prohibited article?—I have already stated, that though the Committee in China are confined in their commercial dealings to the Hong merchants, yet, like every other description of persons in their situation, they receive information from every source which they consider good; and when they are desired by their employers to furnish them with accounts of the opium trade or others, they consider it their duty to make such inquiries as may elicit the best information upon those subjects. Not dealing in opium themselves, they cannot speak to the practical part, but they receive information from British agents and others who do deal in it. The friendly intercourse which has always existed between the respectable class of British merchants in China and the representatives of the Company induces the British merchants to communicate readily information upon those subjects; at least I have always found it so.

707. It is stated here, that 3,080 chests of Malwa opium are valued at 1,185 dollars per chest; in what manner is that valuation obtained?—From the sale. Those prices are not put down by the Company's servants; they are obtained from the British merchants who deal in opium.

708. Are the Committee to understand, that although the trade of opium is prohibited under very severe penalties, yet that the quantity imported, and the prices at which it is sold, is as regularly known as any other article which is authorized and regularly imported?—It is made no secret of; it is generally known by the parties who deal in it, and they communicate it to others. The prices of opium are always given in the Canton Register, a public newspaper.

709. Is it not an instruction from the Court of Directors, that no Englishman in China shall in any way be concerned in the importation of opium?—No; there is no such order from the Court of Directors: the Company prohibit any of their own servants from dealing in opium.

710. Are you aware whether any of the Company's marks are put on the chests of opium imported from Malwa and Bengal?—I cannot speak accurately as to the fact. The only time when I have seen opium was when it was taken out of the chest. I do not know that it is so, and I do not know that it is not.

711. Is opium landed in chests in China?—I have understood that on board the country ships they break up the chests and put the opium into bags,





bags, in which state it is delivered to the Chinese. The chest is a cumbrous article, and they wish to get rid of it. The chest does not find its way into the Chinese boat; it is, I believe, left in the ship.

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712. Can you inform the Committee how the trade of opium is carried on? The question refers to the transfer of opium from the country ships to the opium boats?—When I first went to China, the opium trade was at Macao, from which it went to Whampoa, and is now confined to the islands at the mouth of the river. The opium smuggling boats go alongside the ships in the open face of day, and the opium is delivered to them upon their presenting what is called an opium order from the agent in Canton.

713. Is this trade carried on within the view of the officers of government and the men-of-war boats of the Chinese?—Frequently within the view of the men-of-war boats.

714. Are there boats stationed on the part of the Chinese authorities within reach and view of this trade?—Not regularly stationed: they frequently go and come there. They are constantly manœuvring about, and often report to the Canton authorities that they have swept the seas of all smuggling ships. The ships remain there just the same.

715. Have you ever known any case in which they have interposed to prevent the carrying on of this opium trade?—The Chinese have frequently interposed by the strongest proclamations. I have known some instances in which the opium boats have been seized, and the crew have had their heads cut off.

716. Has that happened when they have been detected up the river, or at the place among the islands where the trade is carried on?—They have been detected in different parts of the river. They are tried and convicted in a very summary manner. The custom-house officers, by whom the opium is seized, frequently on such occasions light a fire on the top of a hill in a conspicuous situation. The opium is declared to be burnt, but I believe none of it is put into the fire.

717. Then, in point of fact, the interposition, although it may be connected with the loss of life, does not lead to the cessation of the trade?—No, it does not. The Chinese government, with respect to opium, consider it as a traffic that ought not to exist. An Imperial edict is supposed to be indisputable, and anything contained in it not to be contravened. They never acknowledge it as a trade.

718. Therefore the existence of established laws against foreign trade and against foreigners by no means admits of presumption that the practice is according to the law?—No. Practice and profession are much at variance in China.

719. Then





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719. Then, in point of fact, it may be said that the smuggling trade in opium is carried on with the connivance of the Chinese authorities?—With the connivance of the lower Government authorities; I am not prepared to say of the higher authorities:

720. Is that the case in the smuggling of other articles?—Yes, it is.

721. Have you known of seizures being made of opium in the interior of China?—I have heard of them. I believe the opium finds its way to all parts of the empire, and within the walls of the Imperial palace at Peking, though it is disclaimed and denounced as a poison.

722. Is it carried on without interruption?—No; it is liable to frequent interruptions. The persons who carry it from Canton are obliged to conceal it about their baggage, to evade the search of the Chinese officers.

723. How can a trade of such an extent be a secret trade?—It is an illicit trade.

724. You have stated that the smuggling trade in opium is confined to the islands at the mouth of the Canton river?—It is there that it is principally conducted; the foreign ships anchor there, and the opium boats go alongside of the ships there.

725. Is it carried on at any other parts of the coast?—I have known opium ships go along the coast with a view to disposing of opium, but I believe unsuccessfully.

726. Is the smuggling trade in other articles carried on in any other parts of the empire?—Not to my knowledge; it is all at Canton.

727. Was there not a ship called the Merope freighted with opium?—I remember a ship of the name of Merope, in China.

728. Did not that ship sail to the northward, and dispose of her cargo somewhere about the ports of Amoy and Ning-po?—I heard that she went along the coast, but the extent of her cargo I am not aware of.

729. Have you ever known the Hong merchants deal in opium?—Never, to my knowledge.

730. Do you understand the consumption of opium in China to be rapidly increasing?—Very rapidly. I think I stated that the year I left China the importation of opium was supposed to be between 13,000 and 14,000 chests, which was a very considerable increase. I have a statement of the consumption and value of the Indian opium in China, from 1818-19 to 1827-8.

[The witness delivered in the same.]





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STATEMENT OF CONSUMPTION and VALUE of INDIAN OPIUM in CHINA,  
from 1818-19 to 1827-28.

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	PATNA and BENARES.		MALWAH.		TOTAL.	
	Chests.	Value.	Chests.	Value.	Chests.	Value.
		<i>Dollars.</i>		<i>Dollars.</i>		<i>Dollars.</i>
1818-1819 .....	3,050	3,050,000	1,530	1,109,250	4,580	4,159,250
1819-1820 .....	2,970	3,667,950	1,630	1,915,250	4,600	5,583,200
1820-1821 .....	3,050	5,795,000	1,720	2,605,800	4,770	8,400,800
1821-1822 .....	2,910	6,038,250	1,718	2,276,350	4,628	8,314,600
1822-1823 .....	1,822	2,828,930	4,000	5,160,000	5,822	7,988,930
1823-1824 .....	2,910	4,656,000	4,172	3,859,100	7,082	8,515,100
1824-1825 .....	2,655	3,119,625	6,000	4,500,000	8,655	7,619,625
1825-1826 .....	3,442	3,141,755	6,179	4,466,450	9,621	7,608,205
1826-1827 .....	3,661	3,668,565	6,308	5,941,520	9,969	9,610,085
1827-1828 .....	5,114	5,105,073	4,361	5,251,760	9,475	10,356,833

Canton,  
10th November 1828.

731. Is that statement confined to opium which has passed the Company's sales in India, or does it include the opium which is smuggled from India to China?—I believe it includes the Malwa opium, which comes from the Portuguese port of Demau.

732. Is there any Turkey opium imported into China?—There is.

733. To any considerable extent?—In some years, I believe, it has been to the extent of 500 or 600 peculs. The amount of a chest of opium is considered exactly one pecul.

734. Is the Turkey opium better or worse than the Indian opium?—Very inferior; it is used by the Chinese to mix with the other opium.

735. Does it go from the Mediterranean?—It is brought from the Levant; chiefly from Smyrna, I believe.

736. By what class of traders?—I have known it come from Sincapôre; and I have known it brought by American ships.

737. Have you known it brought by European ships?—I do not remember any being brought by European ships.

738. Are you aware whether the Company's ships are allowed to take out any Turkey opium from England?—They are not; they are prohibited by a regulation of the Company.

739. Are the Bengal ships allowed to take out any opium?—I do not know.

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740. Are you not aware that many officers in the India service have taken opium from Europe to China, and have been obliged to send it circuitously instead of taking it in the Company's ships?—I have been told that the Company's officers have speculated in opium on their own account by having it sent on from India to China.

741. Do you know upon what principle the Chinese government prohibit opium?—Upon a moral principle.

742. In the statement you have delivered in, there is an account of 2,920 tales value of woollen remaining of the season of 1826-7, whilst the imports from Europe in that year of woollens amount to 1,279,000 tales; can you state whether that is about the usual quantity of stock remaining in the Company's stores at Canton?—The Company have very rarely any goods remaining on hand. It has occurred once or twice, when the importation has been larger than the market would take off; but they generally get rid of all goods as they are imported.

743. Have they any portion of their cotton, or iron, or lead which they export remaining in store?—No. When I say no, I speak generally; goods occasionally remaining over to a trifling extent.

744. Generally speaking then, the Company are able to dispose of their importations into China in the course of the season?—Certainly.

745. Are the Committee to understand that the amount on private account in this return of goods imported into China includes the country trade, the amount imported by officers of Company's ships, and all other British subjects?—I believe it does.

746. In the statement of the exports, it appears that the value of goods exported on account of the Company, with their charges, amounted to 8,765,000 dollars, consisting entirely of teas; will you inform the Committee whether the Company trade in any other article, as an export, except teas?—Not now; their investment is confined entirely to teas. They used to deal in raw-silk and nankeens, but they have not lately.

747. Are you aware why the trade in raw-silk and nankeens was discontinued?—The Company left those trades very much to their commanders and officers.

748. Were there any other articles, since you have been at Canton, besides silk and nankeens, in which the Company dealt?—None to my recollection, except tea.

749. Are you aware to what place the silk and nankeens are now principally exported from Canton?—I believe the manufactured silks exported from Canton go principally to America; and the raw-silk comes a great deal of it to this country, and very little of it to America.

750. Are you aware that of late years a large quantity of raw silk has been sent to Singapore?—I know consignments have been made of raw-silk to Singapore; I cannot state to what extent.

751. Is





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751. Is any tea consigned to Sincapore?—No tea can leave China except under license of the East-India Company, which I have stated is frequently given to country ships to export to ports in Asia, for consumption in those places.

752. Has any license been granted to Sincapore?—Sincapore must have been included among other places. The license is, of course, to a limited amount, according to what appears to be the consumption in those places.

753. Is there any means of ascertaining the extent to which such licenses have been granted by the Factory at Canton to those several places?—A list of licenses which have been granted has been kept.

754. It appears that the imports on account of the Company were 4,500,000, and that the exports were 7,800,000 dollars; how is the difference in value made up?—The Committee in China draw upon the Bengal treasury for the amount of the balance of the trade.

755. How does the operation take place, and how is the exchange made?—The Company regulate that exchange generally according to the value of Sycee silver, which is Chinese bullion, and of dollars in the Chinese market, in order to ascertain at what rate they can secure the money being paid into their treasury for bills. The standard of Sycee silver and of dollars differs considerably. The value of Sycee silver is  $\frac{98}{100}$  parts of pure silver; the standard value of dollars is computed at  $89\frac{3}{4}$ ; and notwithstanding that difference, the premium which the Chinese Sycee silver bears over the dollar is not generally above three per cent.; so that, generally speaking, the Chinese give five per cent. premium for coined over uncoined bullion, the preference being given to coined bullion from a knowledge of the accuracy of its standard. With reference to the rate at which the Sycee silver is in the Chinese market compared with dollars, the Company regulate their exchange upon Bengal. The treasury at Canton is generally opened under very favourable circumstances, inasmuch as of late years the Company have granted bills at 202, 203, and 204 sicca rupees for 100 dollars; those bills are drawn upon the Bengal government, in most seasons, to the amount of about 3,000,000 of dollars.

756. What is it that makes the remittance so favourable to Bengal on the part of the Company?—The Canton treasury forms, to a certain extent, a remittance for the proceeds of the sales of Indian productions of opium and of cotton.

757. Are the Committee to understand that a larger portion of the investment of teas for England is provided by bills drawn by the Factory at Canton on the Bengal presidency?—A portion of it is. I may say that the Company's home investment is entirely provided by the sale in China of English manufactures and productions of our Indian possessions. It is the proceeds of those possessions seeking a return to India that enables us to get money upon favourable terms.



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758. But those proceeds are supplied by private trade, not by any trade which the Company has between India and China?—They result from private trade between India and China, as well as imports from India on the Company's account.

759. Will you state if you can at what intrinsic value the Spanish dollar received in Canton for bills on Bengal may be valued in English money?—It varies; dollars are more or less valuable in the market, according to the quantity of them; I have known the exchange above 6s. and below 4s.

760. In the statement that you have delivered in, it is stated that the Factory received for bills on the Honourable Court of Directors 78,200 dollars; do you know what was the exchange in that year?—I do not remember at what rate that specific sum was drawn; I should think it must have been 4s. 3d. in that year; but of late years the treasury at Canton has not been open for bills on the Court of Directors.

761. There is an item described as certificates 447,143 dollars received into the treasury at Canton; will you state what certificates are?—Bills which are granted by the Committee in Canton to commanders and officers in their service, to afford them the means of remittance for the profits upon their investments; they differ so far from bills, that the rate at which they are drawn remains to be adjusted by the Court in England.

762. There appears in the exports from Canton Sycee silver and Peruvian silver 6,094,000 tales; is that exported by private merchants or by the Company?—The Company have occasionally sent dollars to Bengal; they do not export Sycee silver.

763. Under what privilege is that silver exported?—The Chinese laws prohibit the exportation of any metals. Dollars are allowed to be exported from China, but not bullion; but it has always been exported to a large amount.

764. Is any certificate obtained from the custom-house to permit the exportation of bullion from Canton?—Of dollars, not of Sycee silver.

765. Then all Sycee silver exported must be contraband?—Its exportation is prohibited by law.

766. Has the Company ever exported any dollars or Sycee silver since you were at Canton?—Dollars they have.

767. To what places have they exported them?—To Bengal.

768. Are you able to state what quantity they have exported?—I remember one season to the amount of half a million sterling.

769. Was that export of silver a surplus of money after providing for their investment, or was it silver obtained for bills granted in Bengal?—It arose in that season from the imports having sold at a much better profit than was expected, and the treasury containing more money than was required for the provision of the home investment, it being contemplated by the Select Committee





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Committee that the supply would be very seasonable to the Bengal government at the time the dollars were sent.

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770. In what year was that?—It must have been in 1817, I think.

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771. You stated on a former day, that the competition on the part of the English merchants, if the trade was opened, would raise the price of teas. Is not tea almost the only article which has been kept at a fixed or nearly fixed rate in China since you have been at Canton?—I have mentioned variations which have taken place in the price of tea during my recollection.

772. Are you aware that cassia, silk, camphor, and generally the exports of China have been reduced in price, whilst tea has remained nearly stationary?—No; I do not know the fact that all exports of China have been reduced in price.

773. Did not the competition of the Americans raise the price of some peculiar sorts of tea?—With respect to the green teas, it has always had that tendency.

774. Are they much higher now than they were?—They are higher than they were, and we find greater difficulty in obtaining them.

775. Do you know the proportion in which they have risen?—I cannot state that from recollection.

776. Is it not in the power of the Americans, or any other country, if they give a higher price than the Company, to obtain tea?—I should think it was.

777. Can you state whether green tea is used by the natives in China, or whether it is not principally an article of export?—I have been told that it was principally for the foreign market, but I believe it is also used in the country.

778. Have you any reason to doubt the capability of its increase to any amount to which the demand might arise?—I have already stated, that of late years there has been more demand for it than the supply would meet, from which I should be led to doubt the capability of its increase.

779. Has not that arisen from the great demand which America has had for green tea, they being the principal customers?—That has entered into the causes of it.

780. Are you aware what increase has taken place in the exports of green tea, including the supply to America as well as to the Company during the seventeen years you have been at Canton?—I cannot state it from recollection.

781. Are you not aware that it has been considerably increased?—I believe the export of all teas has considerably increased, and the export of green has increased in common with the others: the Company's exports of teas from China have within my recollection increased considerably.

782. Are you able to state whether the Americans purchase the greater part of their teas from the outside merchants or from the Hong merchants?—

I believe





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I believe the best part of the American business, that is, the most respectable part, is conducted with the Hong merchants.

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783. Is it not notorious that the outside merchants supply a very large proportion of the American trade?—I do not know what proportion. I have stated that the outside dealers frequently make shipments through the Hongs of the junior merchants to very considerable extent; I have no means of ascertaining what that extent is.

784. You were understood to state that by the firmness and conduct of the Select Committee, they have been able to resist impositions on the part of the Hong merchants?—Innovations on our privileges by the government, and attempts to raise the prices of teas by the merchants. We cannot afford any innovation on our privileges, for they are limited enough; but those attempts that have been made to raise the prices of teas by combinations among the merchants, have been put down by the Company.

785. If the Company had no longer a Factory there, but the British interests were represented by a consul, what, in your opinion, would be the effect of an union of all the European consuls at Canton, in case of any attempt at imposition on the part of the Hong merchants?—I conceive that the interests of different European merchants resident in China would be so likely to be at variance, that it would be very difficult to reckon on the possibility of such an union. But supposing such an improbable result to take place, I conceive the Company's authority would derive very little acquisition of power or influence from such an association.

786. You have stated that the influence of the Company depends upon their being the largest dealers at Canton?—I have stated that as one cause of the power and influence of the East-India Company.

787. Are you not aware that the influence of any nation, or of any individual in a series of years in a commercial port, must depend upon the extent to which they carry on their trade; and if, under the protection of a British consul, the British trade was increased by being thrown open, is it not probable that the influence of that consul and of that nation would continue as great as that of the Company?—No; I do not believe that the Chinese government would consent to receive a King's consul: I mean, to acknowledge him as the representative of the sovereign of this country, or to receive him in the character which we attach to him. Even on occasion of an embassy, the name given by the Chinese to an ambassador is that of a tribute bearer, a man who brings presents from an inferior Prince to lay them at the feet of their Celestial Emperor. I believe if the Company's chief were vested with the power of a consul to-morrow, that his condition in the estimation of the Chinese would not be altered. In cases where our men-of-war have been in China, or any King's officers, the Chinese have shown every indisposition to acknowledge them. I do not believe that the Chinese would be brought to acknowledge a King's representative under the impression which we have of such a representative.

788. Was





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788. Was not Lord Amherst the representative of the King, and not of the Company?—He was the King's ambassador.

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789. Was not he received as such?—I repeat, that the Chinese have no name for an ambassador; they consider him as a mere bearer of presents—tribute as they call it. A person personating his Sovereign, in the capacity of a negociator, is one that their laws do not consent to recognize. In an interview of an ambassador with Chinese authorities, they ask him how old his king is; and how old he himself is, or how many children he has. If important business is alluded to, they start as if a hidden snare was laid open, and are silent. They are ever ready to bring in aid of their views the most unfounded falsehoods; and with these the more venial equivocations of European policy are but little able to contend.

790. Was not Lord Macartney received, and had he not an audience of the Emperor, as the representative of the King of England?—He was received, but not in the character which we attach to a King's representative.

791. Does not that arise from their not conceiving that any foreign power is on an equality with the Emperor?—In some measure, from presumption of that kind. They consider China the centre of civilization, and their Emperor the sovereign of the universe.

792. Are you able to state whether they consider their government more on an equality with the King's representative than the Company's representative?—They know the King's representative to be a man of high rank. I stated, with reference to a King's consul at Canton, that I do not believe the Chinese would recognize such a person, attaching to him the same character that we do.

793. Do you conceive they ever would have received a deputation from the Company as they received a deputation from the King of England at Peking?—No, I do not, although we have little to boast of the reception given to either of our embassies. In reply to this question I may state, that the members of the Select Committee were requested to proceed to Peking, I think in the year 1789, to be present at the celebration of the Emperor's birth-day. They declined proceeding there, it being understood that they would be required to submit to very humiliating compliances. Had they gone, I believe they would have been treated very much as other deputed persons have been.

794. Then why should not the representative of the King of England, as a consul at Canton, if he has a superintendence and control of the same extent of trade, be equally respected with any representative of the Company?—I think the conduct of the trade gives the Company's representative an advantage, as well as that the Chinese have been accustomed to no other. There is at this moment a King's consul in China, having a diploma from the King of Hanover. I believe his existence, as a public functionary, is

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as little known among the Chinese as in this country. When a British admiral was in China the Chinese would not receive him. The Committee said, here is the King's authority, appeal to him; they said, we know no such authority; we recognize none other but that of the Company to which we have been accustomed, and all transactions with them must be through their representative.

795. The Committee understood from you that the Chinese government are very unwilling to trade with any country; that they are, in a great measure, independent of foreign trade?—I stated that I believed that China, more perhaps than any country in the world, was independent of foreign commerce, inasmuch as it possessed nearly every variety of climate, and had the necessities and luxuries of life supplied by successful agriculture and extensive inland commerce. I did not say that the Chinese were averse to trade; I believe any aversion to foreigners to have its basis in political jealousy.

796. Will you have the goodness to state in what manner the Company were able, in 1814, when they stopped the trade with China, to succeed in carrying their point, and in resisting the demands made upon them at that time?—By perseverance, I believe.

797. That is to say, by stopping the trade?—By stopping the trade, in the first instance, and by firmness and decision until their objects were obtained.

798. Did they not stop the whole British trade?—Yes, they did.

799. Were they able to stop the trade of any other Europeans?—Any other Europeans were not involved in the question, and the Company never thought of attempting it.

800. What, in your estimation, was the inducement to that concession on the part of the Chinese?—I should say, a knowledge as well of the power and influence of the East-India Company, as well as a great reluctance on the part of the Chinese generally, that they should be deprived of the advantages of their trade. I am not aware that I stated that the Chinese were independent of foreign trade; I stated that they attached a very considerable value to it.

801. Are you able, from any documents you have ever seen, to ascertain the amount of the duties which the foreign trade of Canton produces to the government?—I have already stated that I had heard it estimated that the Imperial duties sent to Peking were 2,000,000 of dollars. I have also heard it called 2,000,000 of taels.

802. Who were the parties at variance in that dispute between the Hong merchants and the officers of the Company?—The dissension was between the Chinese government and the representatives of the Company.

803. Was not the local government at Canton backed by the Imperial government at Peking?—It was.

804. Then





804. Then are the Committee to understand, that the stand made on the part of the Company, by the stoppage of the trade, was sufficient to induce the Imperial government to give up the resistance they had made to the demands of the Company?—The resistance made by the Company at that time produced the result which I have stated; but no demands were made by the Company from the Imperial government of Peking.

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805. Do not you imagine that the stoppage of the trade caused great inconvenience to the merchants, and that it was their influence which induced the government to yield?—I believe it produced great inconvenience to all classes connected with foreign trade; great personal inconvenience to the merchants themselves, and, of course, to all natives in any way connected with the trade.

806. You stated, that there had been an edict issued by the Imperial government, which the Company's officers resisted; was there any edict of revocation?—I cannot state whether there was an edict of revocation, or whether it became a dead letter.

807. How long did the suspension of the trade continue?—About two months.

808. Was there any other reason assigned for withdrawing the order of prohibition than the inconvenience arising from the stoppage of the trade?—I dare say there were many reasons assigned for it; I only know what reasons I assigned myself.

809. Are you aware whether the Viceroy of Canton has any interest or participation in the profits arising from the commerce at Canton?—I should think he had.

810. If the prices of woollens and of the different articles of import into Canton were reduced, would not the trade of Canton be thereby considerably increased?—That is too general a question for me to answer.

811. In those years when woollens have been cheaper than ordinary, have you sold more of them or not?—The Company's supply of woollens has been regulated with reference to the supposed demand, taking one year with another.

812. Have you known the price of woollens considerably lower by the imports of American or other foreigners?—I have known the importation of Dutch camlets to interfere with the sale of British.

813. Have the prices in China been lowered in proportion to the lowering of the prices in this country?—The sale prices of the Company's woollens in China have very materially decreased within my recollection.

814. In fixing the price there, do you fix any per-centage of profit upon the English prices?—We are regulated by the demand of the Chinese market without much reference to the cost value.





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815. Are you aware that the quantity of woollens imported by the Company decreased from the years 1809 and 1810, when they were 262,000 pieces, to 123,000 in 1827 and 1828?—I believe the statements laid by the Company before Parliament on this subject to be correct.

816. Have you any means of knowing whether the imports by the Americans and other nations in the same time have increased much more than this decrease?—I am not prepared to draw a comparison.

817. Is it within your knowledge that the Company have admitted individual merchants in London to fill up any vacant tonnage in their ships upon their application for the export of woollens to China?—I have been told that they have done so.

818. Can you state at what rate per ton?—I cannot.

819. Were the goods so exported confined to the Company's Factory at China, or were they at the full disposal of the merchants that sent them there?—My recollection is, that they were not confined to the Factory.

820. Were they a free consignment to any house established at Canton?—I believe so.

821. What could they receive in return for those goods?—I do not know.

822. Are you certain that the Company have permitted persons to send out manufactures from England, leaving them the disposal of the consignment at China, and not confining them to the Company's Factory?—That is my impression; but I am not certain of the fact. I believe goods belonging to private merchants have also been sent out in the privilege tonnage of officers.

823. Are you aware whether the Company's servants have ever made any representation to the Hong merchants on the subject of the American dealings with them; that is, on the increase of dealings with the outside merchants?—There were some discussions which took place in the year before last, in which the Company were engaged, which had reference to the question.

824. What was the nature of that correspondence on the part of the Company with the Hong merchants?—The greater part of the proceedings on that occasion has been published; it was not a correspondence which was confined to the Hong merchants, but extended to the government. Though a member of the Select Committee, I was absent from China at the Indian presidencies when the discussion took place, and I differed in opinion with the Select Committee as to the expediency of several of the measures adopted.

825. Have you seen the documents?—I have.

826. Can you state the nature of it?—The discussions with which the Committee were connected originated in the bankruptcy of the Hong merchant Manhop. At the period of his bankruptcy it appeared that his insolvency





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vency was very much owing to his connexion with the outside dealers; and the Hong merchants generally, as a body, were very anxious that the extent of that dealing should be limited, inasmuch as they had sustained very serious losses from being held responsible for the bankruptcy of junior merchants. The Americans being connected with some of the outside dealers in question, were desirous to support them, and anxious that the Hong merchants should nowise interfere with them. The American merchants had, by the temptation of higher prices, succeeded in some previous seasons in diverting from the Company's investment a portion of the teas which were contracted for by the Hong merchants; and it was with the view to prevent the recurrence of that, that the Committee gave every encouragement in their power to the Hong merchants, to prevent as much as possible the connexion of the outside dealers with the juniors of the Hong.

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827. Are the Committee to understand that the Hong merchants of their own accord were willing to deal with the Americans, and had dealt with the Americans, but that the Company's servants interfered to prevent it?—No; I did not state that.

828. Did not the Company's servants interfere to prevent the Hong merchants dealing with the Americans?—No, not the Hong merchants.

829. You have stated that the Select Committee were vested by law with power to exercise a control over all British subjects at Canton. Do you apprehend that there would be any danger to the British interests at Canton if English free traders were permitted to export teas from hence to the Continent of Europe, supposing that the ships' crews and supercargoes were, whilst in China, subject to the control of the Select Committee, in the same way as all British subjects resorting to Canton now are?—I have stated generally, that I conceive any great extension of the private trade in Canton would have a tendency to endanger its security, inasmuch as there would be a greater resort of British subjects there, and they would be more likely to come into collision with the Chinese.

830. Do you apprehend there would be any danger to the British interests at Canton if English subjects were permitted to trade between the United Kingdom and China in every thing but tea, supposing the tea monopoly to continue as it now is, in the hands of the East-India Company?—I think I have already answered this question. I conceive also there would be a considerable temptation to smuggle tea into this country.

831. Supposing that, in addition to the powers now vested in the Select Committee at Canton by law, they were accredited from the Crown, and acted solely as a consulate, without having any concern in trade either for themselves or others, but exercising a full control over all British ships and subjects resorting to Canton, would there be any danger, under such circumstances, in throwing the trade entirely open?—I do not think they could possess, under such circumstances, the power they do at present, inasmuch as the control of the commerce adds materially to their influence.





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832. Do you think that the Americans, upon the whole, purchase their tea less cheaply or more cheaply than the Company?—The Company, I think, purchase their tea on more advantageous terms. I conceive that impression to exist upon the minds of the Americans themselves, inasmuch as I have frequently seen the word “Company” printed, which is not the habit with the Company’s investments, upon tea-chests consigned on board American vessels. I was informed that the name “Company” attached a quality to those teas among the Americans, which would not belong to them if that mark was not upon the chest. This left an impression upon my mind, that even in America the belief was that the Company got better teas than any other purchasers.

833. Are you aware of a proclamation issued on July the 2d, 1828, permitting an intercourse between the Americans and the outside merchants in certain articles, although excluding them in others?—The outside merchants were always permitted to deal in certain articles, china-ware and all retail goods. They used to trade at the same time in manufactured silks; but that was by a connivance of the law. Within the last two years they have received permission to deal in manufactured silks as well as in other articles.

834. Do you recollect the issuing of the proclamation referred to?—I have read the proclamation.

835. Was that subsequent to the discussion that took place between the supercargoes and the Hong merchants?—It was subsequent to the discussions to which I have alluded.

836. Was it about that period?—It was in consequence of the discussions that had taken place.

837. Can you state whether teas may not be frequently procured at Manilla and many of the eastern islands as cheap as in China, and with the same facility?—I have never understood so to any amount.

838. It appears in the Report of the Committee which sat in the year 1813, that Mr. James Drummond, now Lord Strathallan, who was the chief of the Company’s Factory, gave his opinion that they certainly could be procured as cheap, and frequently cheaper; do you concur in that opinion?—I believe it could not be procured at those places in any quantity and of good quality. As far as Manilla is concerned, the Spaniards have shown little disposition to encourage the resort of British subjects to that place.

839. If the English trade were to become a free trade, and no longer in the hands of the Company, would not that, in your opinion, break up the Hong and cause a different constitution of the Chinese trade?—I conceive it would lead to results upon which no person could speculate, from the very peculiar character of the Chinese. I should be sorry to say that the English power could not compel the Chinese to come to any terms they chose to dictate, but the result of that, I think, would be an interruption of the amicable relations that now subsist. Admitting that such an open trade could be





be quietly conducted, the Hong merchants might possess an almost unlimited power over it, were they to form a close combination against individual traders, and received, at the same time, the support of their government.

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840. As those relations are merely relations of trade, are you not of opinion that the trade would find its own relations after a little time of confusion that might perhaps result from the change?—I conceive it is very difficult to apply general principles to the Chinese, or the conduct of their government.

841. Supposing the trade to continue a monopoly trade for the consumption of teas in England, and that English ships and English merchants were permitted to carry on an indirect China trade, that is to say, a trade between China and other parts of the world; would that, in your opinion, endanger in any way the authority of the Company's Factory in China;—I have stated that I think every increase of the resort of British subjects to China would more or less affect the security of the trade.

842. Is not the resort of British subjects to China always necessarily confined to a very small spot?—It is.

843. Are you of opinion that, even if the commercial intercourse was increased, that could affect the peace of the country out of the reach of that small district to which it is confined?—I do not think the Chinese would increase the limits in proportion to the increased resort of British subjects.

844. As the amount of trade would probably not be augmented, but the only difference would be that British subjects would carry on a portion of that trade which is now carried on by the Americans and others, could that either require a larger extent of ground upon which to carry it on, or could it in any way involve the Company's Factory in any increased risk or danger?—It would be in proportion to the increased extent of such a trade; the probable involvement in difficulties with the Chinese would be regulated by that.

845. Suppose twenty British ships should be substituted to carry on the trade which twenty American ships now do with the continent of Europe, and that the Company should remain as they now are with the monopoly of the English market, would any danger arise from that substitution?—I believe that twenty American ships are not now employed in the trade.

846. Suppose that substitution to take place, whatever the number might be?—It depends very materially upon the number; I think the danger would be in proportion to the increase.

847. Supposing a like number of British ships to replace the Americans which have carried on the carrying trade of Europe, would there be any danger in that case?—I think there is a difference on this account, that the crews of English ships come more readily into collision with the Chinese than the crews of the American ships; there is a more prudent and wary character



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character belonging to the American, when compared with the careless and reckless spirit of English sailors; in that case, I think danger might result if those men were in ships which were not under any well-regulated discipline and control. The superiority of the ships of the Company in point of discipline and arrangement is generally manifest; in proof of their superior efficiency I may mention, that since I have been acquainted with China, indeed for the last twenty-four years, there has not been one single instance of a homeward-bound China ship being either lost or captured. During this period between 400 and 500 of these fine merchantmen, the most perfect ever known in the commercial history of the world, must have navigated between China and Great Britain, a part of the distance of 14,000 or 15,000 miles, being through seas of difficult and dangerous navigation. This may, I think, be received as a proof of the efficiency of the China ships of the Company, as well as of the skill of the officers by whom they are commanded; many other advantages might be stated which they possess.

848. Has any inconvenience resulted from the increased number of country ships trading to China?—There has been no proportionately increased resort of Europeans to what would take place in the event of an open trade, inasmuch as the crews of the country ships are composed of Lascars; but I have known some violent acts take place in China from persons connected with country ships. I may mention one which occurred three years ago amongst the ships at Lintin. The captains of some of those ships, which were American and country ships, saw a Chinese boat captured by one of the custom-house boats, which were there upon duty. They imagined that the Chinese boat contained one of their own people, and they immediately went to his rescue. Upon going alongside the Chinese war vessel they were warned off; and upon insisting upon going on board, stones were thrown at them by the crew of the Chinese vessel. The Lascars in the boat were ordered to fire upon the Chinese boat, and upon that occasion one Chinese was killed and ten wounded, one of whom afterwards died. The Chinese government considered that it was the act of pirates, and indeed it very much deserved that character. A stoppage of the trade might have taken place, but the Chinese were at that moment in no temper to enter into discussions. It was discovered afterwards that no person belonging to these ships had been seized by the Chinese war vessel. I conceive this was conduct which the Company's representatives in China, if appealed to by the Chinese, must have considered indefensible.

849. In what year was this?—In 1827.

850. Have you ever known any such act committed by British subjects in China?—This act was committed by British subjects. I have known affrays of sailors with the Chinese.

851. Can you recollect any instance of any boat's crew of an Indiaman trader acting in the way in which you have stated the crew of that vessel did?—No, I do not remember any instance that I can compare with it.

852. Are





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852. Are not there sometimes British sailors on board the country ships?  
—Very few.

853. Were you at Canton at the time when Sir Murray Maxwell forced his way up the river?—I was.

854. Did not he fire into the fort?—He did, and the walls of the fort were in part blown down.

855. What was the result of that?—Sir Murray Maxwell, upon arriving in the Canton river, was molested by the Chinese war vessels. He appealed to the Viceroy of Canton. No attention was paid to his appeal, and he determined upon moving up the river. Upon his being fired at by the forts, he laid his ship to, and fired several broadsides into them, when he proceeded up the river and anchored in the harbour of Canton. A Chinese deputation came the next day from the Viceroy to congratulate the Committee upon the manner in which Captain Maxwell had conducted himself. We were hardly prepared for such a result, but upon asking an explanation, they stated, that though he had been fired upon by the fort, he had not fired a single gun in return, and that in consequence he might be permitted to come up the river. In point of fact, it was more than the Viceroy's situation or perhaps life was worth, to admit the possibility of an English frigate forcing the port.

856. Did not they allow a vessel commanded by Captain Hall to come up immediately afterwards?—Captain Hall was in company with Captain Maxwell, and came up either at the same time or soon afterwards.

857. Was not it the fact that the *Lyra*, in which Captain Hall was, was not stopped as the *Alceste* had been?—To the best of my recollection she was not molested, at least to no great extent.

858. Do not some of the Americans keep some fast-sailing vessels for the purpose of forcing a contraband trade on the coast of China?—Not that I was aware of. During the period of the American war the American vessels that came to China were very sharp built, partly acting as privateers, and partly to enable them to escape from our men-of-war. I should say that the Americans have lately altered the construction of their vessels, they now build squarer ships.

859. Are you aware of any fast vessels being kept there for the purpose of smuggling upon the coast?—I have never known that they were built for that purpose. I have known American schooners engaged in the trade, and these were fast vessels.

860. Are not the smugglers of China a very powerful body; do not they move in considerable fleets upon the shore?—Not in fleets; their boats are very well manned and armed.

861. Do not they set the government at defiance?—Entirely, I should say, where they have sea room.

862. Do





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862. Do you suppose that the government is capable of keeping them under?—They possess no marine force capable, in my opinion, of suppressing them.

863. Is the force of the smugglers upon the increase or upon the decrease?—The smuggling trade of China is materially upon the increase.

864. In what way do the Portuguese at Macao buy and sell with the Chinese?—The Portuguese trade at Macao is very limited. Following gradually the decline of the power and resources of the mother country, they have dwindled into insignificance. The Portuguese have frequently applied for the privileges of trade at Canton, which have always been refused them. They are obliged to have their teas brought from Canton, but they are not allowed to reside there; they are confined to Macao, which at one time was a very important settlement, but now exhibits only the ruins of former prosperity.

865. During the time when the commerce of Portugal to Macao was considerable, did the Chinese go down to Macao to buy their articles and sell others, or how was the trade carried on?—It was variously carried on. At one time by a coalition between Chinese and Portuguese merchants, which lasted but a very short period, as the Chinese were found to be very much their superiors in industry, as well as in the arts of deception. They were afterwards compelled to purchase from the Hong merchants, and in trifling articles from the outside merchants.

866. Has any trade arisen with the Brazils?—Not to any extent, that I am aware of.

867. Is there any considerable coasting trade carried on by the Chinese themselves?—There is, I believe; I do not know to what extent.

868. Do you know whether any vessels sail from their ports to the islands of the Eastern Archipelago?—Yes, they do; few proceed from Canton, from the circumstance, I conclude, that the produce of the islands of the Archipelago is brought there in foreign ships. The principal trade of these junks is from the province of Fokien, the province where the black tea is grown.

869. Of what size are the vessels?—I have heard the largest estimated at 600 tons. They are by no means sea-worthy.

870. Are you aware that they import tea into Singapore?—I have seen statements of it, but I have no personal acquaintance with it.

871. Have you ever heard of the American vessels smuggling it directly from the tea provinces?—Never.

872. Are you aware that the Chinese vessels now go to Bengal?—No, I am not aware of that.

873. Do those vessels that leave China for the purposes of foreign trade require any license, or is the trade contraband?—The principle of the Chinese government has always been to prevent the emigration of its subjects





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subjects, and to discourage their engaging in foreign commerce. No insurmountable impediments are placed in the way of the Chinese foreign trade, though it has been disclaimed by the government, as being an improper trade for its subjects to engage in.

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874. Are the Chinese permitted to leave China by law?—They are not by law.

875. Is not a considerable portion of the population of Sincapore, Chinese?—It is; nearly all the islands of the Eastern Archipelago are inhabited by Chinese, who form the most industrious portion of the population.

876. Have you ever been in the interior of the country?—I have not, to any great distance.

877. When the Chinese go to reside in foreign countries, are they allowed to export their wives?—No. The Chinese who go to foreign countries seem never to go there with a view to fixed residence. They are remarkable for their nationality, and as soon as they collect a competence they return. They are prohibited from emigrating from China, and that prohibition of course extends to their wives, which is an additional assignable reason for their not becoming fixed colonists.

878. Are not woollens worn by the natives at Canton during the winter months?—They are.

879. Are not the cold months at Canton February and March?—The cold season is from November to April.

880. Is not the climate at that period much colder at Canton than it is at Calcutta?—It is; the two climates are distinctly different, though nearly on the same parallel of latitude.

881. Is there much intercourse between the Chinese and Japan?—There is some intercourse between the Chinese and Japan, but to a limited extent; the Chinese are looked upon at Japan with the same distrust as other foreigners, perhaps more so, from the proximity of their empire to Japan.

882. What difficulties exist with respect to any trade with Cochin China and Siam?—The extreme jealousy of the governments, and the kings of these countries putting themselves forward as the first merchants in their dominions, requiring the right of pre-emption of all commodities, and attaching their own prices to them. We have endeavoured to propitiate their favour by unsuccessful missions, which have tended to injure our trade rather than promote its interests. That description of wretched truckling to the despots of these ultra-gangetic nations and persons, in the capacity of British representatives, walking about without shoes among white elephants and monkies, has only tended to degrade our national character without obtaining for us any commercial advantages.

883. Supposing the European trade were excluded from China, would it not resort to the islands in the Eastern Archipelago?—I think that great difficulties



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difficulties would arise in the way of its resort there, from the cumbrous and unwieldy nature of the Chinese vessels, and the insecurity which is supposed to attach to property embarked in them; from the difficulties which might be placed in the way by the Chinese government of the export of tea to any great quantity from China. They have prevented the export of tea in native vessels by sea to Canton.

884. Are the transactions of the smuggling trade carried on with as much fidelity and regularity on the part of the Chinese as the transactions of the regular trade?—With wonderful regularity, considering the nature of the trade; certainly not with the same regularity as those of the legal trade.

885. Are you acquainted with the transactions in Sycee?—Yes, I am.

886. Are those carried on with regularity?—With extreme regularity.

887. Is not that a trade in which, if there was not regularity, there would be exposure to fraud?—It is from its nature very open to fraud; at the same time, the employment of the persons that deal in Sycee depends entirely upon their preserving their character.

888. And the result is, that those transactions are very regular?—Wonderfully so.

889. Supposing the same establishment that the Company now have at Canton were to be continued as deputies or representatives of the Crown, and to have the same control, or a greater control over every British subject resorting to China than they now have, could not, in that case, a free trade be carried on without any risk or danger?—Not with the same security that exists at present.

890. Supposing they had the same power, why should they not act on behalf of the King as they now act on behalf of the Company?—Their possessing the power of King's consul would give them a greater control over British subjects, but would effect little change in their character in the estimation of the Chinese.

891. Suppose they were vested with the power of imprisoning and sending away, and controlling in any way the crews of the vessels resorting to the port of Canton, can you see any difficulty there would be in carrying on a free trade?—I think the answers I have previously given go to show difficulties as likely to exist. The Select Committee possess the power of deportation, as it is called, already, by a clause in the charter of 1813.

892. Do you think that the great trade which the Company carry on there gives them an authority which would not be possessed by persons not carrying on trade?—Unquestionably it gives them both power and influence.

893. Would not a greater degree of trade carried on by Englishmen, under their authority, give them a greater influence?—I do not know that it would.

894. Is





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894. Is the danger you apprehend from the unlimited resort of British merchants?—It is, in some measure. 23 Feb. 1830.

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*Jovis, 25<sup>o</sup> die Februarü, 1830.*

WILLIAM BROWN, Esq. called in, and examined.

895. You are the head of an extensive commercial establishment at Liverpool trading with the United States of America, and carrying on business upon commission for other persons engaged in that business?— I am. 25 Feb. 1830.  
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896. Are you very extensively engaged in it?—Tolerably so.

897. As extensively as any other house in Liverpool?—I presume we are.

898. Have you been employed, either on your own account or on account of other persons, citizens of the United States, to ship goods, being British manufactures, to China from this country?—We have.

899. To what extent?—Probably that question will be most correctly answered by a memorandum from my books. This is an exact account of the amount which we have from time to time shipped, the total amount is £744,257. 8s. 6d.; in November 1821, £66,751. 19s. 4d.; in March 1822, £64,256. 18s. 3d.; in March 1823, £50,834. 12s. 8d.; in August 1824, £53,277. 2s. 5d.; in February 1825, £52,422. 10s. 7d.; in September 1825, £76,016. 14s. 2d.; in July 1825, £54,217. 2s. 1d.; in December, £47,505. 19s. 3d.; in September 1826, £48,471. 7s. 11d.; in June 1827, £59,808. 2s. 9d.; in October, £65,966. 19s. 4d.; in May 1829, £55,909. 4s. 3d.; in August, £48,818. 15s. 6d. The sums I have stated were the amount of invoices with charges after deducting drawbacks. Some of the ships took some specie, the amount of which cannot be ascertained with accuracy, but in the whole it cannot have exceeded £10,000; the rest was British dry goods, and some other small matters.

900. Were those goods shipped for Canton, or were they shipped for any other place?—They were shipped for Canton, but we generally cleared out for Batavia.

901. Had you any particular reason for preferring to clear out for Java instead of clearing out direct for Canton?—So long as my friends considered the business worth following, they were willing that it should be as little known as possible to others.

902. Was it from a dread of exciting competition that you conceive they wished to clear out for Batavia instead of Canton?—I presume it was.

903. What proportion do you conceive that the manufactured goods, which you shipped upon agency for China, bears to the whole export of manufactured



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manufactured goods in neutral bottoms from this country to Canton?—To that on American account, I should suppose might be one-half or one-third; but I cannot speak with any degree of accuracy as to that point.

904. But you know that other houses have shipped goods on American account from this country to Canton?—I know they have.

905. Have you any means of knowing whether those speculations have turned out profitable or otherwise to the parties?—Latterly they have been very unprofitable; the last three or four years.

906. Can you explain the circumstances that have led to their being so unprofitable?—I think there are various causes why they have been unprofitable. One probability is the circumstance of the East-India Company having supplied Canada direct with teas, which prevented teas being smuggled into the Canadas from the United States; another cause probably is, that the markets of Europe have been more shut against the Americans by prohibitory duties, and in consequence of more direct trade between those countries and Canton in their own bottoms.

907. You mean the return trade from China in tea?—Yes. Another cause, which I should think has probably still more bearing upon the American trade with India and China is, that the credit given for duties in the United States is long. The credit given on ships coming from China is six, twelve, and eighteen months, except on teas; there is upon them a credit of twelve months on the duties after they are taken out of bond; and those facilities, I conceive, have furnished capital, which has produced over-trading, and made the trade eventually not so profitable.

908. What was the largest import of tea from Canton to the United States prior to this over-trading?—I am not able to answer that question.

909. But you know, generally, that there was an excess of supply of tea, as compared with the demand in America?—Yes, I am quite aware of that.

910. Do you recollect in what year this excess of supply which has made the trade so unprofitable, first became manifest in America?—I think it began to be felt four years ago.

911. Do you mean to state to the Committee, that the losses sustained in this trade were upon the returns from China, rather than from the exports from this country?—I confine myself altogether to the returns from China.

912. You stated that the continental duties upon tea imported from the United States were raised; at what period was that alteration?—I cannot state exactly the period; I merely know the fact of there having been obstacles in the way of trade that have caused some impediment to that free shipment they before enjoyed.

913. Do you apprehend that before the East-India Company undertook to send teas direct from Canton to the British provinces in North America, that those provinces were principally supplied from the United States?—I have





no doubt that they were supplied to a considerable extent from the United States; the precise extent I cannot state.

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914. Do you believe that any supply now comes from the United States to the British provinces?—I think, if any thing, it is the reverse.

915. You think it is more probable that teas are introduced from Canada into the United States?—I think it is very probable they are, under existing circumstances.

916. What is the rate of duty upon tea in the United States?—It varies, depending upon the description of tea; but that I am not altogether able to answer. I am aware that it is a high duty, but I cannot state exactly what it is.

917. You stated that a credit is given for the duties for as long a period as eighteen months in some cases, and that this credit has been the means of given facility to over-trading, by creating a capital in the hands of parties who were embarked in those speculations?—That is my opinion.

918. Of course, the amount of the capital so created in their hands must depend upon the amount of duty?—Certainly.

919. From the statement you read, there appears to have been a considerable shipment of goods in the last year?—There has been.

920. Is the trade reviving on the part of the United States?—I cannot say that it is; but it has been so long bad, that the parties embarking in those speculations have a reasonable hope and expectation that it will revive for their imports to the United States by the time the vessels return.

921. What are the returns from China to the United States?—Principally teas and silks. I should say that the prices of teas are a little better in the United States, but nothing of any moment.

922. Of course you have opportunities of communicating with captains and owners of vessels which you freighted, and with supercargoes that have traded to China; did they ever state to you any difficulties that occurred with respect to the sale of their goods, or the purchase of the teas, or other commodities in China, by the interposition of the Chinese authorities in Canton?—I make it my business frequently to inquire of captains of those vessels the nature of the Chinese trade, and I never was aware that any difficulty whatever arose on the part of the constituted authorities there, but the reverse; I have understood that they were very much disposed to cultivate the trade, and to afford every reasonable facility.

923. Do you know whether the United States have any establishment at Canton to protect or to facilitate their trade?—At one time they had a consul there; but I am not certain whether they have at this moment or not.

924. Do you know whether the purchases made by the supercargoes of the ships in which you are interested were made through the Hong merchants, or partly from the Hong merchants and partly from other merchants, traders





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traders in tea?—The course of trade, I apprehend, on the arrival of a ship in China, is, in the first instance, to apply to the Hong, the supercargo, or resident, who makes the contract with the Hong, makes the best bargain he can with him, and generally gives him the preference in purchasing some of his cargo from him; but in every instance I have ever known of, he has been at liberty to purchase from the other Hong, or from the outside trade; but generally giving the preference to the Hong to which his ship is consigned, if his teas are as cheap as others.

925. Do those supercargoes go generally to the outside dealers?—In the first instance they must apply to one of the Hong merchants to secure the vessel; and it is matter of arrangement or contract with him what quantity of teas they shall take from him. He generally shows them his samples, and it is arranged to the satisfaction of the parties; but I believe a large proportion is bought from the other Hong merchants, or from the outside merchants.

926. Then there is no obligation to trade with the Hong merchant beyond the agreement made in the contract for securing the vessel?—None.

927. Do you know whether the price of teas purchased by the supercargoes varied considerably at different periods?—I have always understood China to be a fluctuating market.

928. Did the supercargoes ever complain that they could not procure teas of the best qualities for the American trade?—Never.

929. Does that answer apply to every description of teas, the black as well as the green?—It does.

930. In point of fact, is not green tea the great consumption of the United States?—It is. I should probably say, that inasmuch as the East-India Company are the largest purchasers, particularly of black teas, I should think they might have some slight advantages in the purchase of that description of teas; but inasmuch as the Americans are large purchasers of green teas, I should think the East-India Company will have no advantage there: but any advantage that may arise to one party or another I look upon as arising solely from their being either larger or more limited customers.

931. What is the size of the American ships in which this trade has been carried on, so far as you have been concerned in it?—In ships from three hundred to nearly five hundred tons.

932. Have the ships a supercargo to make their purchases and dispose of their freight, or is that duty sometimes left to the captain?—Sometimes, when he is a very clever man; but in the ships in which I have been particularly interested there is a resident agent upon the spot in China.

933. Do you know what the freight is from Liverpool to China, and back to the United States?—The freights have fallen very much of late. They were at one time as high as £9 or £10 a ton for the measurement tonnage of





of forty cubic feet, but I apprehend they are not more than two-thirds of that now, probably not so much : but I beg to be understood as not stating exactly what they are now ; I know they are very considerably less.

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934. You have stated, that as far as you have had means of information from parties engaged in this trade, there appears a very favourable disposition on the part of the Chinese to cultivate a commercial intercourse with the United States ; have you any particular reason for stating that such a disposition exists ?—Some years ago there was a serious fire at Canton, when our friends had a good many goods burnt, and the Chinese government made good the loss to the citizens of the United States ; I therefore infer that there was a good feeling towards cultivating commerce generally.

935. Can you state to what amount the loss sustained was made good by the government of China ?—I cannot ; I believe it was very considerable ; it applied to all other nations as well as the United States ; the loss was made good to all.

936. Has the trade ever been interrupted ?—It was partially for a short time, an Italian sailor in an American ship having killed a woman ; but I know very little of the transaction.

937. Do you know whether the Chinese government enforce the payment of debts to Europeans on the part of Chinese subjects ?—So far as the Hong are concerned, I believe the Hong are responsible for each other ; but I do not know how it is with the private trade, whether there is any obligation on the part of the government to pay debts contracted by the outside dealers or not.

938. Have you any reason to doubt that the merchants from the United States are treated at Canton with as much favour as any other nation ?—I believe they are quite as much so.

939. Do you know upon what principle it is that the government indemnifies foreign traders from losses by such a casualty as fire ?—I do not ; I was rather surprised at the fact.

940. Can you state the amount of tea annually consumed in the United States ?—I cannot with any accuracy ; but I believe it to be about six millions of pounds.

941. Is there any export of tea now from the United States to any parts of Europe ?—There is ; but by no means so extensive as it was.

942. Can you state when the trade of carrying tea from Canton to Canada on the part of the Company commenced ?—I do not know the period.

943. Are you aware that the duties paid upon tea imported into Canada are very much lower than the duties upon tea imported into the United States ?—I am.

944. Do you know the proportion ?—I do not know the proportion, but I am aware they are considerably lower.

945. Are





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945. Are you aware that there is a rule on the part of the Hong merchants, that if they deliver a chest of tea that shall, upon examination, be found to be damaged, they shall then return two for one?—I am aware of the fact.

946. That applies to all traders?—It does.

947. Do the outside merchants also return two for one in a similar case?—I cannot state that positively; I believe they do.

948. You have stated, that latterly the American return trade with Canton has not been profitable; do you conceive that, supposing that trade was confined within proper limits, there is a probability that it would still be a profitable trade to America?—I think there is every reason to suppose that it would.

949. Are you aware whether the Americans have sustained losses upon other branches of their trade, from the circumstance of that trade having been carried rather too far in the same period?—They have.

950. In the supply of cotton, for instance?—They have on many occasions.

951. Do you ascribe the losses in other trades to the same cause, in part, to which you ascribe the losses in this trade of tea, namely, the long credit given upon the duties, and the facility thereby afforded to speculation?—Probably that would be so; there is a very great spirit of enterprize in the United States, and it is pushed frequently too far.

952. Have you heard that in the port of Canton there is considerable facility afforded to captains of ships in completing their cargoes?—Very great.

953. As great as in other ports with which you are acquainted?—I should think more than in most other ports.

954. You have stated that the loss which you say has followed this trade lately is confined to the home cargo; has the outward trade been a good trade?—I have understood that it has been a fair remunerating trade.

955. Has it been so throughout the period that it has been carried on?—So far as I know, it has.

956. Do not the American ships also go with teas directly to the Continent from Canton?—They do.

957. Can you state whether that has also been a losing trade?—I have had no particular knowledge of that trade, further than knowing that they do go from Canton to the Continent.

958. Must not any trade, in so bulky an article as tea, which is first carried to America, and from America to Europe, be charged with too much expense to make it a profitable trade in the long-run?—It certainly must operate very much against it, where there is an opportunity of carrying tea on a direct voyage.

959. Have





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959. Have you any means of saying whether the direct trade of the Americans from Canton to Europe has been profitable or not?—I think not lately.

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960. Is the business of the adventurers performed by supercargoes sent out with each ship, or is it performed by resident merchants there?—If the question refers to the direct trade from America to Canton, I think it is generally carried on by supercargoes; but if it refers to the trade that has been carried on from England to Canton, so far as I have been interested, there has been a resident upon the spot to whom the vessels have been consigned.

961. When a supercargo is sent, or a resident is employed, what is the charge of agency for that trade?—I have understood, and I believe it to be pretty nearly what is allowed to supercargoes, three per cent., or two and a half per cent. It is a matter of contract altogether; but I should say it would average about three per cent.

962. Is the charge about the same, whether it is done by a supercargo sent out with each ship, or by resident merchants on the spot?—I do not know what the charge of a resident merchant generally is; except that I know, with respect to the gentleman that represents my friends there, there is a guarantee that he shall have a certain sum, that their commission shall produce to him within the year a certain amount: it is a matter of bargain. They sometimes take out two supercargoes, a principal and an assistant supercargo.

963. Is it not the fact, that the Boston ships have generally no supercargoes, but go to resident merchants, but that the New York, Baltimore, and Philadelphia ships are generally sent with floating supercargoes?—My connections lying principally in New York, Baltimore, and Philadelphia, I speak more of them than I do of Boston.

964. Can you say whether the adventurers from those three places, New York, Baltimore, and Philadelphia, generally go to resident merchants, or have they supercargoes with each ship?—During my residence in Baltimore they had almost always supercargoes, latterly they have gone more to resident merchants.

965. Do you consider that a resident merchant or a resident factor on the spot, must have greater advantages in dealing in a country over a person who comes there as a stranger to carry on a single isolated transaction?—I am quite aware that the Chinese are a very suspicious, cautious people, and that to do business to advantage with them it is necessary for them to have some previous transactions with you, that they may have confidence in you; if you once establish confidence, the business is probably conducted on better terms than it would be with a passing stranger.

966. Has not a resident on the spot, beyond the advantage which he has of being acquainted with persons and with the country, the additional  
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advantage of being able to select his own time for purchase and sale, whereas a man who goes out with a ship is obliged to perform his business at once, without waiting, and then to come back?—No doubt he has.

967. Is not it the case in that trade, as in trades generally, that when supercargoes are sent out, they make the best bargain they can with some merchant at the port, giving him as little commission as they can agree for, and pocketing the remainder?—No, I think not in China. I think that they make a contract with the Hong merchants, to whom they consign themselves, in the best terms they can; but I apprehend there is no division of the supercargo's commission with the Hong: it is well understood what he will have to pay to the Hong before he leaves the United States, and that is apart from his own commission altogether.

968. You have stated what is the custom of the Chinese in case any damaged tea is found in the cargo they ship; do you think the American trade is more subject to tricks and deceptions of that description than the English trade?—I am not able to answer that.

969. Can you state whether there is generally any material difference between the quality of the tea imported into America and the tea imported by the East-India Company into this country?—I can only speak from general rumour. The feeling on the part of the Americans is, that the tea imported into the United States is better than that we drink in England; but they do not drink so much black tea in America as they do in England.

970. Has that opinion been stated as a positive opinion?—I have frequently heard the Americans say that they thought their tea better than ours.

971. Have you been in America yourself?—Yes, I resided there many years.

972. What should you say from your own experience?—I am not a sufficient judge to answer from my own experience: it was many years ago, and I have very little recollection of the kind of tea I used to drink at that time.

973. Do you know the rate of insurance from Canton to America?—It has varied: it has been as high as six; I believe now about four and a half to five per cent.

974. Where are those insurances effected?—In the United States.

975. Did you mean to say that the green tea in America is better than the green tea in this country, and that the black tea in America is better than the black tea in this country?—It is a very difficult question to answer satisfactorily. I have merely heard persons who have been in the United States say generally, that the tea was better than our English tea. Particulars were not gone into; it was not said whether it was black tea or green tea.

976. Do you consider the woollens that you send out from this country of an inferior quality to what the East-India Company ship?—I have no reason  
to





to believe that they are of an inferior quality ; but I am not a judge of the article myself.

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977. Where are they manufactured?—The woollens are manufactured at Leeds, and the stuffs at Norwich.

978. When you buy them from the manufacturers there, do you make that bargain upon the understanding that they are of an inferior quality to what the Company ship, or do you consider yourself as paying a price for a fair quality?—The agent who has always made those purchases in this country is a partner in the house, and I have always understood from him that they were quite as good as the Company's, and bought upon equally favourable, or more favourable terms.

979. Are the goods ordered to be made by the agent, or are they bought by the agent ready made?—I believe both ways: they are sometimes bought ready made, and occasionally ordered to be made; but the detail of the transactions by the agent I am not so conversant with.

980. Have you ever understood from the agent who bought those goods that he made a point of obtaining cheap and inferior goods, rather than goods of the best quality?—I have always understood that he obtained goods of the very best quality, and that he was extremely particular about them; for the Chinese have a peculiar taste, and he endeavoured as far as possible to meet that taste.

981. You have stated that you have understood that the trade in dry goods to China, independent of the homeward cargo, has been profitable; have you had occasion to see any accounts of sales from which you have formed that opinion?—Our friend here transacting that business had made such representations to me, and I have every reason to give credit to them, that the outward cargoes were reasonably profitable.

982. Then you have not seen any account sales?—I cannot say that I have; I have only seen them in his hands in passing.

983. Do you believe an American supercargo would decline introducing into consumption among the Chinese prohibited goods, or goods bearing high duties, whenever profitable to them?—I should think some of them would, others would not.

984. Do you think Englishmen and private traders would decline doing that under those circumstances?—I think some of them would, and others would not.

985. You have stated that there is a commission charged upon goods at Canton either by supercargo or by merchants there; is it upon the invoice amount of the goods shipped, or upon the amount of the sale there?—When specie is shipped from the United States the commission is charged on the amount of the investment; when goods are shipped, and the cargo bought, there is a double commission upon the gross amount of sales and upon the gross amount of purchases.





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986. Taking the gross amount of the accounts of sale of the goods sold there, and the amount of goods purchased for shipment?—Yes.

987. Have you known any transaction with a resident agent at Canton, where there has been no agreement to guarantee a certain commission?—No.

988. Then you do not know what they charge where there is no agreement?—No; I have never seen any account of sales or purchases, and I do not know what the charge is.

989. What rate of commission do you, or any other agent, receive on goods shipped for China on behalf of the Americans?—Upon the transactions that have come through my own hands I have the usual commission for shipping the goods, which is half-a-crown per package, and a commission, as banker, of one per cent. for paying for those goods. The partner of the house bought the goods that were shipped through us, and of course I had nothing to do with that, but to receive and pay for them. An agent in Manchester would buy them for one per cent. I apprehend that two and a half per cent. would fully cover all commission charges.

990. You have given an account of goods shipped since 1821; was there any exportation of British manufactures from Liverpool previous to that year in American bottom?—I think not to any extent; it must have been very limited if there was.

991. Have you known any exportation of British manufactures in any other neutral bottom except American?—No, I have not.

992. Have you ever known any metals shipped from Liverpool for China?—Yes, there has been a little tin shipped, and some other things, not the produce of England, quicksilver and ginseng.

993. With reference to the transit trade from China by America to Europe, are you aware whether many of the ships which go to America merely land part of their cargo, and carry the rest on to Europe, without moving it?—I believe it sometimes happens, but I should think not generally.

994. What is the nature of the goods generally exported from America to Canton?—Scarcely any thing but specie from the United States; I have known a little cotton go when it was very cheap.

995. Have you ever known any earthenware sent from Liverpool to the East, to Singapore or China?—There has been a little sent out for the use of the Factory; but nothing that I know of in the way of merchandize.

996. Do you know whether the woollens imported to this country by Americans are ever smuggled into Canton?—I believe not, as far as I know.

997. Has any glass been exported?—A little in the same way for the use of the Factory, but not for trade.

998. Are





998. Are you aware whether there has been any considerable change in the quality and sorts of articles sent out for the Chinese market from this country?—I think not much; they have been very stationary.

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999. In your experience of the American trade, is it not frequently the practice for merchants to send out their ships to some ports in the East, with orders, in the event of their being disappointed in one adventure, ultimately to go to China?—I should think it did not often happen: it may have happened; I have no doubt it has happened.

1000. Do not you consider it a considerable advantage to free-traders to have that power of choice of markets in the event of their being disappointed in one?—Certainly.

1001. Do not you consider that the merchants of any nation having that free option, have a great advantage over others who are excluded from certain ports?—Certainly.

1002. Can you state whether, in the course of your communication with any Americans who have dealt at Canton, they have expressed any opinion that their trade there is subject either to any particular advantage or disadvantage, from the circumstance of there being a great English Factory there dealing with the Hong merchants?—I never understood from them that they had any advantage or disadvantage; I always understood that they were on a perfect footing of reciprocity with all other nations that traded there.

1003. But you did not consider those traders trading there as deriving any particular protection or advantage from the existence of the Company's Factory?—None whatever.

1004. Have the supercargoes of the American ships any communication with the Company's Factory?—With the Hong merchants they have: the Hong are security for their good conduct and for the proper management of their affairs.

1005. Do you know how the losses were made good to the Americans at the period of the fire at Canton?—I do not; I merely know the fact that they were made good.

1006. Then you are not aware that such losses were made good by a tax upon foreign trade?—I was not aware of that; it may have been so.

1007. Do you know whether there have been any experiments made lately in sending out new articles of manufacture which were supposed likely to suit the taste of the Chinese?—Yes; I have understood that there have been lately some attempts made to introduce cotton-yarns to that country with some prospect of success.

1008. Are they the only articles?—They are the only articles I have had my attention particularly called to.

1009. Can you state what was the result of this?—I do not know.

1010. You





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1010. You stated that the woollens sent out by individuals were as good or better than those sent out by the Company; have you the means of knowing the quality of the goods sent out by the Company?—The gentleman who bought them in this country, I believe, has had an opportunity of seeing those purchased, and in preparation for the Company, and he stated to me that he conceived them as good, or in some cases better; but I only know that from the information of the gentleman who bought them.

1011. Do linens ever form any part in the investment at Canton?—Yes; in the first instance there were some shipments of linens, but not latterly.

1012. Did you find that it did not answer?—I believe not so well.

1013. Were they coarse or fine linens?—That I cannot state.

1014. Do you conceive, in reference to your own personal situation, that the opening of the China trade with this country, by doing away the Company's monopoly, would be to your interest or otherwise?—I think it would be against my interest.

1015. How would it affect your interest?—My interest would be affected, inasmuch as those gentlemen I represent in this country might not find it worth their while to come in competition with the English free trade.

1016. Your apprehension would be, that the British free trade would throw the Americans out of the trade between China and this country?—I have no doubt it would in the first instance; for to every market we go we send such quantities of goods.

1017. It is in that way your interest would suffer?—Yes.

1018. To what extent have you known damages or deficiencies in the cargoes from Canton to have been made good to American agents?—Not very extensively: probably half a dozen instances I have heard of; probably not so many.

1019. Do you know of any one instance?—Yes, Mr. Milne has told me he has had to send back, and got two for one.

1020. Do you recollect in what ship?—No.

1021. Do you know to what extent?—Not to a great extent; a chest or two; but I have heard of it in more cases than one.

Mr. RICHARD MILNE called in, and examined.

*Mr. R. Milne.*

1022. Did you reside in Philadelphia for any number of years, and have you carried on trade with China?—I have resided there a considerable period; my leading business vending English goods; but I have very often made adventures to India and China in vessels on freight.

1023. For how many years were you engaged in the trade with India and China?—I commenced in the year 1799, and continued, I think, till 1811, and occasionally since; the last time 1820.

1024. Have





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1024. Have you consigned more than one ship direct to China in the course of those periods?—At the period alluded to, the vessels went chiefly on freight. I was a shipper, and have shipped in different vessels in the same year at moderate amounts, being my own underwriter, running the risk myself.

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1025. What were the articles you shipped to China in particular?—Almost always Spanish dollars.

1026. From Philadelphia?—Yes.

1027. What were the returns?—Teas, nankeens, and silks, were the leading articles from China; occasionally other articles to fill up the tonnage.

1028. How long is it since you left the United States?—In the year 1828. I am a native of Manchester.

1029. Are you acquainted with the trade between the United States and China since you ceased to take a part in it yourself, namely, in 1820?—After I left off making adventures on my own account, I loaned money to others on what is termed respondentia, that gave me the means of general information.

1030. During the time you were engaged in this trade with China, or since that period, are you aware of any obstacles having been thrown in the way of trade by the Chinese authorities?—I never heard of any obstacles.

1031. When you carried on the trade to China, had you supercargoes in the ships, or a resident merchant to transact the business at Canton?—From Philadelphia, at the period alluded to, supercargoes almost always accompanied the ships.

1032. Had they a regular salary or a commission?—They had a commission.

1033. What rate of commission?—Three per cent. upon the amount of purchases at Canton.

1034. Did that include the security to the Hong?—The security to the Hong, I believe, was estimated on the rate of freight which we paid; taking that consideration as one of the charges attaching to the ship, they asked a corresponding freight.

1035. You have stated, that when you carried on this trade the ships were always accompanied by a supercargo?—I think without exception.

1036. This supercargo generally was an entire stranger to Canton, and to all persons there probably?—Sometimes those supercargoes were men of business and very intelligent, at other times young persons brought forward through interest for the sake of the commissions. I have often shipped with those less experienced persons, the vessel being what was termed a good risk.

1037. When the persons were so inexperienced, did you ever get into any difficulty with the Chinese authorities or the Hong mercants at Canton?—I never heard of any.

1038. No





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1038. No difficulties occurred in consequence?—No difficulties whatever occurred to the vessels in which I was interested.

1039. When it was an inexperienced supercargo, the advantage of the merchant was not perhaps so much consulted as when it was a man of more experience and judgment?—We, of course, preferred gentlemen of experience; but if it was a very good vessel, and no other presented itself, we availed ourselves of it.

1040. Did those adventures in which you were engaged receive any assistance or meet with any obstacles from the establishment of the British East-India Company?—My opinion is, that they had little communication with each other. I have often heard them say so.

1041. You are not aware that they derived any advantage or benefit from the Company's servants?—I do not apprehend that they derived any advantage whatever from the Company's servants; but I have often heard them speak in terms of the highest respect of the Company's servants.

1042. You have no reason to believe they were ever thwarted or impeded in any of their engagements by the Company's servants?—I do not believe they were.

1043. As you have been a considerable importer of teas into the United States, will you state to the Committee what are the general description of teas used in the United States?—Till of late years, green teas, in the part of the country where I resided, were almost the only teas brought there. Of late, black tea has increased, being recommended by the faculty.

1044. Can you state what the proportion of green and black is at present?—I think the quantity of black tea is small; it is increasing.

1045. What is the consumption of tea in the United States altogether?—I forget. There is an annual report from the Treasury; but there must be from the United States more than twenty ships annually, perhaps thirty: the number varies according to the demand and the state of the trade.

1046. Have there been great profits in that trade, or has it been liable to heavy losses?—At the period alluded to my business was vending English goods. Not having a great deal in the world, I was desirous of increasing it, and I shipped to China as an auxiliary. Not owning the vessel, of course I laboured under some disadvantages from 1800 to 1811. I never experienced any loss in those years. I think, speaking within bounds, that the profits might be from fifteen to twenty per cent. per annum; perhaps occasionally more, but I think I may safely say from fifteen to twenty.

1047. Was a part of the tea imported into the United States re-exported?—Yes.

1048. To what ports?—Hamburg, Bremen, the Continent; some little to France, but principally to Hamburg and Bremen.

1049. Did





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1049. Did any part of it find its way into the British provinces in North America?—I have heard much of that. I believe the trade existed formerly, but not now; to what extent I cannot say.

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1050. Can you state what was the proportion of teas exported to other countries, including what might find its way to Canada, to the whole quantity imported into the United States?—That would depend entirely on the home demand; the quantity exported comparatively small. When fresh teas arrived and the old ones lay on hand they were neglected, consequently persons were induced to export them to save the drawback or the duty paid on import.

1051. Are the Committee to understand from that answer that the new teas are greatly preferred to those that have been a certain time on hand?—Decidedly so: it is difficult to sell the old teas after the new ones come, save when the quality of the old ones has originally been very superior.

1052. What do you call old teas in the United States; tea which has been a twelvemonth?—Yes. The Government only allow drawbacks within one year from the date of import; the goods having been in the country more than one year from the date of import, forfeit the benefit of drawback.

1053. Are they then exported in preference to the new teas, both as inferior in quality and as coming nearer to the period at which the duty would be to be paid?—Having on hand and in the warehouse both old and new teas I certainly should export the old ones, keeping the new ones a longer period, for the benefit of home sale.

1054. Has the quantity imported of late years been so much greater than the consumption as to make this a bad trade?—It certainly has, I believe, been overdone.

1055. Have there been great losses sustained in consequence by the parties who have been engaged in this trade?—I believe there have been very large losses.

1056. To what do you attribute this over-trading?—In part to the love of gain of persons who have got embarked in the thing, conceiving that if they got a larger quantity of goods probably they might recover themselves. The consumption of the country, I should think, has rather increased the facility given by Government in the duties, which is, one year from the arrival of the vessel the goods are entered, put in bond, and from the date they are taken out there is a credit given of one year, on the bond of two merchants.

1057. You state that the parties who have sustained losses might carry on this trade to excess, from the facility in the mode of giving credit on the duty due from those parties, they sustaining their affairs by carrying it on with a capital belonging, in fact, to the Government?—That has been the case; I believe the Government is sensible of its having suffered.

1058. Do you attribute the over-trading, in part, to the deranged situation of some of the traders having a facility of meeting their engagements by the twelve months' credit they have obtained on the duties?—I think I may safely say that would be my conclusion.

1059. Can you state to the Committee what has been the average rate of  
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duty on the different teas that have been imported into America, at present, upon the sale value?—It is very high.

1060. Is it equal to the same value, is it 100 per cent.?—I should think, perhaps, 75 to 100 per cent. upon the cost price in China. I have a number of prices current which show the precise duty on the tea.

1061. You consider the duty on all sorts, taking it as an average, to be about 75 to 100 per cent. on the cost prices in China?—I think it is that; in some instances it will be more than that?—I can explain the duties paid on each kind of tea: bohea tea pays 12 cents per pound duty; congou, 25; souchong, 25; hyson-skin, 28; young hyson, 40; hyson, 40; gunpowder, 50; imperial, 50 cents per pound.

1062. Have you got the prices at which those several sorts of tea sell?—I have made out a memorandum of the prices which teas have sold for at New York from the year 1820 to 1829, less the duty.

[The same was delivered in, and read as follows :—]

PRICES of TEA at New York, in each year from 1820 to 1829, reduced to sterling, at the exchange of 8 per cent. premium.

	1820.	1821.	1822.	1823.	1824.	1825.	1826.	1827.	1828.	1829.
Imperial,.. per lb.	3/1½ a'	2/7 a'	2/11 a'	3/1½ a'	3/1½ a'	3/4 a'	2/11 a'	2/8½ a'	2/6 a'	2/5½ a'
	3/4	3/4	3/4	3/4	3/6½	4/2	3/6½	3/11½	3/6½	3/9
Gunpowder ... —	3/4 a'	2/3½ a'	3/1½ a'	3/1½ a'	3/1½ a'	3/4½ a'	2/11 a'	2/8½ a'	2/6 a'	2/5½ a'
	3/6½	3/7½	3/9	3/9	3/6½	4/2	3/6½	3/11½	3/6½	3/9
Hyson ..... —	2/1 a'	2/0½ a'	2/3½d. a'	2/1 a'	2/5½ a'	2/8 a'	2/1 a'	2/3½ a'	2/1 a'	1/10½ a'
	2/9	2/8½	2/11	2/9	3/1	3/4	2/11	3/6½	3/6½	3/1½
Young Hyson. —	17½d. a'	19d. a'	20d. a'	2/3½ a'	2/3 a'	2/1½ a'	1/8 a'	17½d. a'	15d. a'	17½d. a'
	2/3½	23d	23½d.	2/9	3/	3/1½	2/10	3/6½	3/6½	3/0
Hyson-skin ... —	13½d. a'	12½d. a'	12d. a'	16d. a'	23½d. a'	18½d. a'	11d. a'	11d. a'	8d. a'	8½d. a'
	16d.	16d.	16d.	21d.	2/4½	2/7	2/2	2/2	23½d.	23½d.
Souchong ..... —	13½d. a'	12½d. a'	13½d. a'	14½d. a'	12½d. a'	12½d. a'	10d. a'	13d. a'	11d. a'	12½d. a'
	14½d.	13½d.	15½d.	17½d.	2/1	2/1	2/1	2/7½	2/7½	2/1
Congo ..... —	7½d.	7½d.	7½d.	7½d.	8½d.	8½d. a'	} none			
						12½d.				
Bohea ..... —	11d. a'	11d. a'	10½d. a'	6½d. a'	10d. a'	8½d. a'	7½d. a'	8d. a'	8d. a'	9d. a'
	11½d.	11½d.	11d.	8d.	10½d.	9d.	8½d.	9d.	9d.	10d.





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1063. When you say less the duty, you mean the duty off, or what is commonly called short price?—Yes.

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1064. From what have you compiled that?—From the prices-current published at New-York. I believe also they were extreme prices : in going into the New York market I could buy teas cheaper than those for money. I have no hesitation in saying that I believe it is tolerably correct ; but wherever there were fractions, I added them to the price, so as to enable me to speak with confidence when I came here.

1065. Do those prices-current from which you have compiled this table state the highest prices?—I believe they do fully so, with a view to supporting the market.

1066. Are those the cash prices, or is there a discount?—They are the prices at a credit of from four to six months.

1067. How much lower would they be for cash?—I think I may say four or five per cent. lower.

1068. Does the account you have delivered in show the specific duty?—It does not : these papers do, and I have just stated the duty to the Committee.

1069. You are understood to state as the result of your investigation, that, as near as may be, you think the average specific duty on the China cost is 75 to 100?—Yes ; there are instances in the case of hyson-skin tea in which it is more ; it is full that in the instance of hyson-skin ; it is a good deal above 100.

1070. Is it 75 per cent. in the cost price at Canton, or on the sale price at New York?—It exceeds 75 per cent. in the cost price in China.

1071. What do you suppose it may be on the sale price at New York?—If hyson-skin tea sells for 63 cents and the duty is 28, that is about 45, I think, without calculating it. It is a specific duty per pound : the papers are here, and the calculation is simple ; I prefer stating the simple duty per pound.

1072. Is the present rate of duties the same as it was in the year 1820, or has the tariff increased those duties?—I think, according to my recollection, that duty was not increased by the last tariff, but I am not certain.

1073. The mode of transacting this business in America is something of this sort, that the importer obtains from the government a credit of twelve months for the duty when he takes his tea out of bond and sells it?—Exactly so.

1074. He sells it, you say, on a credit of six months generally?—Yes.

1075. That credit of six months is a bill of exchange probably?—A promissory note.

1076. That is immediately convertible into cash on a discount by the banks in America?—The banks discount paper at four months ; seldom so long as six, unless they have an over-abundance of money.

1077. The importing merchant selling his teas with the duty, at what is called the long price, has a capital equal to the duty to carry on a future operation, and to speculate again on a fresh import?—The prevailing opinion





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in America is, that this duty puts him in full possession to purchase another full cargo. When I speak of the duty being 75 to 100 per cent. on the cost in China, I conceive I am speaking within bounds. It is generally conceived that the long credit given by the government enables the importer to send his vessel again direct to China, and import another cargo.

1078. Do you attribute any part of the over-trading to the facilities of those credits, and to the protection it gave to a person in bad circumstances, as not compelling him to meet his engagements?—It is the prevailing opinion that the advantages derived from the credit contributed generally to the over-trading.

1079. Does the same system prevail in any other branch of American trade; the import of manufactured goods from this country for instance?—We have eighteen and twelve months on European manufactures; English are the bulk.

1080. The duty being very high on English manufactures, does it not create a credit, advanced by the government, which gives great facilities to over-trading?—That is the prevailing opinion, and remonstrances have been repeatedly made to government to lessen the credit, with a view of putting it out of the power of enterprizing or speculative persons to deal on the scale which they do.

1081. Does it not give great facilities to parties whose circumstances are deranged, to carry on trade for a long time after they ought to settle with their creditors; and is not the result, that the government secure the whole of their assets when they are driven to the necessity of closing their concerns?—Government have suffered of late.

—1082. But their individual creditors suffer to a greater degree, do they not?—The individual creditors have suffered to a great extent, of late years. The greater part of the English goods vended in America have been done by commission houses, who made advances to manufacturers in this country, by coming under acceptance for 60 or 70 per cent.; it applies to other things.

1083. Have there been losses of a like nature with those in the China trade sustained in any other branches of the trade of America from this facility of credit?—I think not to the same extent; nothing so great.

1084. Is there any circumstance in the trade in tea which has made the loss heavier on that branch than on other articles of trade?—The facility of the credit in the duty.

1085. Is the credit greater on tea than on other articles?—The credits on China goods are six, twelve, and eighteen months; the average is longer on China goods than on European.

1086. Are there any other causes that have interfered with the tea trade of the United States?—I do not know of any materially.

1087. Have not duties been laid in Europe on the import of teas through America?—I believe there has been something of that kind of late; but I cannot speak to it.

1088. The





1088. The trade to Canada, you are aware, is no longer carried on?—I believe not. 25 Feb. 1830.

1089. Has the result been a diminished import into the United States?—I believe since 1827-8 the import has fallen off. *Mr. R. Milne.*

1090. Do you consider the trade now in a thriving or a depressed state?—In a depressed state.

1091. Is it as much so as it was in 1827-8?—I understand it is depressed.

1092. As you have imported a considerable quantity of tea, and have been a dealer for many years, what is your opinion of the relative qualities of tea imported into the United States and that imported into this country?—I believe the tea imported into the United States to be good.

1093. Is it as good as the tea consumed in this country?—I should think it is equal in quality; the green teas particularly.

1094. Do you speak from your own knowledge?—I speak from my own knowledge, and having heard English ladies say it was quite as good tea as any that they had ever drank in England.

1095. You think, from your experience, that tea is deteriorated by keeping?—I think it is.

1096. Have the prices at Canton been uniform and steady, or have they varied?—They fluctuate.

1097. Do they fluctuate almost every year?—That is governed by the demand.

1098. You never found any difficulty in procuring whatever quantity you required?—Sometimes in the article of young hyson, it was difficult to procure sufficient of the best quality; of the other teas generally abundant, or often abundant: the young hyson of fine quality was often scarce.

1099. In the market at Canton, is there any difference in the price of tea of the like description, in consideration of its being older or fresher?—Old teas are always sold cheaper in China.

1100. Does the same difference in price prevail in the United States?—They are always more difficult of sale. If the market was abundantly supplied, it would be difficult to sell old teas, unless the quality of them was very fine.

1101. With whom were the transactions carried on at Canton for the purchase of the teas generally?—A part was always bought of the security-merchant; the residue from other gentlemen in the Hong, and a part from the outside merchants or shopmen, as they are called.

1102. In what proportions?—I cannot speak to that; I should think that would vary.

1103. Is the quality of tea purchased from the outside merchant equal to that procured from the Hong?—I should think it is, some of them being highly respectable; in short, quite favourites, one or two of them.

1104. So



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1104. So that you think teas of equally good quality are to be procured from the outside merchants with those obtained from the Hong merchants or the security merchants?—I think they are, but probably not in the same quantities.

1105. You have stated the commission to a supercargo to be three per cent.?—I think it was uniformly so.

1106. Have you ever, instead of employing a supercargo, employed any resident agent at Canton?—I have not myself, but some of the merchants of Philadelphia did.

1107. What was the commission they paid to the resident agent?—It would not vary much from three per cent.; if it varied it would be a mere fraction, it would not be more.

1108. You would prefer employing a resident agent to a supercargo perhaps?—There are often two supercargoes on board the vessel, and it is a protection to the cargo.

1109. Do you allow any commission on the outward investment?—Not any. The outward investment is dollars; the commission is solely on the purchase at Canton, or on the amount of dollars paid there.

1110. A supercargo going to Canton has no commission on the investment at Philadelphia?—He has no commission save on the amount invested for the return voyage.

1111. Is no commission given to the native or Hong merchants?—None that I know of.

1112. When you talk of old teas, what is the age of a tea you consider as old?—I should suppose the teas of the previous year are considered old; but they might have been on hand longer.

1113. Can you state from recollection the comparison between teas of the like description of the preceding year or the current years?—In two or three instances, I ordered old skin teas if they were to be had cheap; and the old teas cost 17 or 18 taels, when the new teas would be worth 22 to 24.

1114. Do you mean to say that there is a difference of at least 30 per cent. in the value of teas of the like description, from the circumstance of the one being a year older than another?—I do not think that the difference in value will be generally so great, but I mean to speak from what I have experienced in solitary instances.

1115. Does that difference apply equally to the finer teas?—I think not in so great a degree as to the common teas.

1116. Do you know what is the duty now paid on tea in the British provinces of America?—I have understood it to be very small. I do not know whether it is more than two to four-pence per pound.

1117. Have you the sale prices of tea at Quebec or Halifax?—I have not any.

1118. Has





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1118. Has the consumption of young hyson greatly increased in the United States compared to other teas?—It is the favourite tea, and there is always a great demand for it; so much has been brought of it of inferior quality that the price has been reduced; the Chinese finding the demand for it, increased the quantity.

1119. Has it happened in the importations that you have had to open any chests of bad quality?—I recollect receiving a chest of tea filled with sand or something of that kind; I sent it back, and if my recollection be correct, I received two for it. I know it is the custom in China to return two for one in case of fraud or deception.

1120. Do you conceive the outside traders, the parties of whom you purchased tea, as men of fair character and honourable in their dealings?—I believe the Hong and many of the outside to be fair dealers, and quite men of business.

1121. As much as are generally met with in the trade of other countries?—Their character is sometimes lightly spoken of, but I have heard American gentlemen say that it is unjustly so, that they find them fair.

1122. Do they ever give any credit in China?—I think in the year 1819-20 I experienced misfortunes in England, and I received a credit of a few thousand pounds from Mr. Howqua; he knew nothing of me but from inquiries.

1123. Do you consider the Chinese merchants, and the authorities in China generally, as disposed to give every facility and encouragement to fair trade with the United States?—I think so; it is generally understood, what is called a rich ship in America is very acceptable in Canton.

1124. Do you know any other instance of credit having been given?—I believe the Chinese have suffered greatly from giving credits.

1125. Giving credit to Americans?—I will not confine myself to Americans; there certainly have been instances of their suffering.

1126. What is the difference between purchasing on credit and purchasing for ready money in the price of tea?—In the instance to which I allude, and I do not mean to speak beyond that, I paid Mr. Howqua one per cent. per month until the money was returned; I accomplished that in ten months. It was impossible to calculate the interest, not knowing when the vessel would arrive, and I think I still owe him £50; but he sent me the bond, giving it up, saying I had been prompt, and he did not wish for any more.

1127. As far as your experience goes, have you every reason to think that, in transacting business generally at Canton, there is the same disposition and facility to encourage fair dealings as in other countries?—I have no reason whatever to doubt that.

1128. Have you ever, in any of your dealings with England or any other country, found the merchants give up £50 which you consider them entitled to?—I never owed interest-money to any one; this was accidental.

1129. In





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1129. In fact, you do not consider the Chinese as disposed to thwart or throw obstacles in the way of commerce carried on in a fair manner with foreign merchants?—I should conclude them rather friendly to commercial intercourse. Vessels going there with Spanish dollars, I think, have great advantages, and are very well received.

1130. Have you any experience of vessels going there with assorted cargoes of manufactured goods?—I never shipped goods myself, only I observed what my neighbours were doing.

1131. Were you connected with the China trade at the time of the great fire at Canton?—No.

1132. Do you know whether the losses sustained by the merchants of the United States were made good by the government?—Only by report.

1133. Have you any reason to doubt that the trade of the United States with Canton, when the effects of this over-trading are done away, will be a remunerating trade like others?—I should think it would, if conducted on correct principles.

1134. What has been generally the freight per ton from Philadelphia to Canton and back?—In the periods in which I was first interested, vessels were in request rather. We pay ten per cent. on the amount shipped; paid the money in China, and were entitled to two tons and one-eighth measurement for every 1,000 dollars shipped.

1135. Do you know the present rate?—I believe it is lower, but I cannot speak to that.

1136. Is there any protection by any public authority on the part of the United States to the trade of their citizens at Canton?—There has been a consul there.

1137. Is there one now?—I am not certain; the gentleman who resided there has returned to America, but whether there has been a successor appointed I am not certain.

1138. How was the consul paid?—I do not think he received anything, but I am not certain. I heard it said that he acted gratuitously, but I cannot speak to that.

1139. Since the period you first embarked in this trade, the quantity of tea required for America has probably increased?—Very greatly.

1140. Supposing it to increase in the same proportion in the next thirty years as it has done in the last, do you think there would be any difficulty in supplying the increased demand?—I cannot well answer that question. I have always understood the Chinese could supply any quantity of tea; but I am not able to answer the question.

1141. Was there any difficulty experienced from the increased demand?—It enhanced the price a little, but not materially, on that account, I think.

1142. Has





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1142. Has there been any difficulty in procuring the black teas in China, now that the demand for that article has increased?—The importation of black teas from China into the United States has been very limited till lately. I have never heard of any difficulty, but I cannot speak to it; I never remember any.

1143. You have stated that the quantity now imported, and the demand for it, are increasing?—Yes.

1144. But you never heard of any complaint of difficulty in procuring it?—No.

1145. With respect to green tea, do you contemplate any difficulty, supposing the quantity of that required to be increased?—I cannot speak to that, but I never heard any apprehensions on that head expressed by any one.

1146. Do you know whether the Americans, in their supply of black tea, are limited to qualities which do not suit the British market, and are not taken by the East-India Company?—The black tea imported into America is chiefly souchong, or what is called souchong; very good tea; I make use of it myself; I never heard any difficulty expressed.

1147. Do you find it of as good a quality as that you find in England?—It was very good tea. It would be wrong in me to speak on that head, it being rather a new thing, or new to me; the fine black teas in England are of excellent quality.

1148. Are the port charges required by the government of China very considerable on American vessels?—The ships going from the United States generally will average about 350 to 400 tons; the port charges are supposed to be 7,000 dollars; they used to be reckoned at 8,000.

1149. Supposing the ship to be double that size, will the port charges be the same or greater?—I understand the same, but I cannot speak to that.

1150. You are not acquainted with the trade at Singapore, or any other port?—No, I am not.

1151. The first thing a ship does on arriving at Canton, is to make an arrangement with the security merchant?—The supercargoes land, I understand, like men of business, and go first to one Hong and then to another, and inquire the prices of goods, and secure the ship with a person to whom it may appear to them of most advantage.

1152. With the member of the Hong who will do it on terms the most favourable to the ship?—Yes.

1153. The parties then go from one Hong merchant to another, till they have ascertained who will do it on the most favourable terms?—So I understand.

1154. They are at liberty to employ whichever they please?—I have understood they were on shore several days before they fixed.





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1155. Making their bargain?—Yes, so I understand.

1156. And the government does not interfere to prevent that?—I believe not at all; I have always understood the business to be simple and easy.

1157. Does it amount to any thing more than an agreement with the Hong merchant to take a certain quantity of goods from him for his being the security?—I believe they uniformly purchase a part at the price agreed on.

1158. Not higher than the market price?—No.

1159. When you state that it is a simple operation, he agrees with the Hong merchant, who will supply him with a certain quantity of goods on reasonable terms?—Yes; but if I go with a rich ship, I can make good terms. I pay money, of course, which gives me advantages.

1160. They are glad to supply you at the market price?—Yes, very glad.

1161. Is not the difficulty greater when you carry out goods than when you carry out specie?—I never shipped goods; I should conclude it was certainly greater.

1162. You have stated that you have carried on this trade from the year 1799 to 1811?—Yes; and occasionally the last time in 1820.

1163. Is there any circumstance in the trade, according to your opinion, which induced you to leave it off?—I did not find it profitable.

1164. You have stated that new tea was greatly superior in price to old tea; do you mean new tea bought in China, or tea which has been long kept in the United States of America?—I intended the remark to apply in both ways.

1165. What period do you consider long in tea, after its arrival, being kept in the United States before it was sold?—At New York, in the case of some of the persons who have been unfortunate, the old teas were sold at ruinous prices.

1166. How long had they been kept on hand?—They had forfeited the drawbacks, of course: they had been more than one year in the country; probably two; I cannot speak to the time. They were sold very low in the case of Mr. Smith.

1167. Without any other circumstance in the market, the quality of the teas was held to be of less value in consequence of the time they had been on hand?—Yes.

1168. You have stated that the trade became less profitable; can you state what the profit was by your last investment from China?—I did not make much, or rather I did not make any thing. I believe it has occasionally been better since.

1169. Did you ever hear of any disputes arising between the American subjects and the Chinese government?—I have mentioned that in those cases wherein I was interested nothing unpleasant ever occurred. I only know from





from the public prints relative to the sailor, a case which has been mentioned; the vessels in which I was interested never experienced any difficulty.

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1170. You have had no information from other persons as to those disputes?—No, I have not.

1171. You have stated the proportion of price in China between the fresh teas and the old teas; have the goodness to state what, upon the average, in the towns of America, is the difference between teas of a year old and the fresh teas; is it five, ten, fifteen per cent., or what proportion?—Taking care what I say, I should say it exceeded five per cent.; but I do not mean to pledge myself. It is extremely difficult to sell them, unless the old teas have been originally of a very good quality.

1172. Is it not an universal opinion that the quality originally of some of the fresh teas is better than of the stale tea?—There is uniformly a decided preference; it is extremely difficult to sell the old when the new arrives.

1173. Are you aware that the East-India Company in this country are obliged by law to keep their teas a year before they sell them?—I have heard that the teas were kept a long time; I was not sensible of it; I have heard the subject mentioned; I have no knowledge of the law.

1174. Supposing that to be the case, and that the East-India Company, either by compulsion of the law, or other circumstances, were in the habit of keeping their teas always a year before they sold them, do not you think that any other trader offering in the market fresh teas, would find a great preference over the Company?—Decidedly so.

1175. That the taste of this country, like that of America, would pronounce itself in favour of the fresh tea over the stale?—Decidedly so.

1176. You have stated the duties in America to be levied on the different teas, mentioning the teas by name, so much on souchong, so much on twankay, and so on?—Yes.

1177. Is it not common for one quality to be packed up in China with a different name; hyson for hyson-skin, or young hyson, and so on, for the purpose of affecting the rate of duty to be collected in America?—That would be considered a great fraud, and, of course, persons of respectability never do such things; I have no knowledge of it myself; I have heard of a person in New York practising some deceptions, but of course he lost credit, and the thing was discontinued, I imagine; I have no knowledge of such frauds, and cannot speak to them; I should consider the instances very few.

1178. Do you suppose that if, for instance, young hyson was packed for hyson-skin, a custom-house officer could distinguish the qualities on their arrival?—I think he could.

1179. And that any fraud attempted of that description would be detected?—If such frauds exist the instances are very few.

1180. You have stated up to what time your trade was profitable and when it ceased to be so, and when you were induced to retire from it; from the





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period that the China trade ceased to be profitable, has not almost all foreign trade of every description been losing?—All foreign commerce from the United States has, generally speaking, been very unprofitable.

1181. Do you think that this China trade to which you allude has merely fallen into the same position with almost all the shipping trade of the country?—When I left the China trade I turned my attention to cotton, which my friends and connexions in Lancashire were quite at home in, but I did not better myself much.

1182. The commerce generally has been a losing occupation for many years past?—I believe a good deal so.

1183. Were you ever concerned in a whole cargo to China?—Merely as shipper on freight.

1184. To what extent?—As my capital increased my business increased, commencing moderately.

1185. That is the practice in the American trade?—Yes.

1186. When you speak of the foreign trade of the United States being a losing one, do you mean to apply that remark to the import of raw materials into this country, or the whole course of trade, including the import and export trade?—I believe that a person who imported English dry goods judiciously, what I would term a practical man, even yet, under all the difficulties, makes a little money; at least if he did not grow very rich, he would get a living, I think, with economy.

1187. The profit made is chiefly on the export of manufactures from this country to America?—The commerce of the United States is very extensive; and various persons who export colonial and domestic produce often lose money. Persons who import English goods on a moderate scale, and have judicious agents in this country, I believe, are rather benefited, but not materially, of late.

1188. The benefit of the trade, upon the whole, consists more in the profit on the manufactured article than in the exportation of the raw material?—Yes, I think so. Importers of French goods do well sometimes; but to these points I cannot speak explicitly.

1189. Have you ever imported any China silk goods?—I have done so.

1190. Have you ever imported any raw silk?—Never.

1191. Has the profit on China silk goods been equal to that on tea?—I think, on the whole, better.

1192. Have you ever imported any nankeens?—Yes.

1193. What proportion of profits do nankeens bear to other articles imported?—The nankeens were often a bare article; sometimes they lay on hand.

1194. Should





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1194. Should you say that the demand in America for tea is increasing?—The population increases greatly, and the demand for tea increases with it. The usual breakfast is coffee; they drink tea in the afternoon.

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1195. Do the labouring classes in the United States drink tea as they do in this country?—I believe they do.

1196. Was there any export of tea from the United States to any of the southern ports of America?—A little, I think, but limited. I cannot speak to that; I have heard of it.

1197. Do you know that any teas are smuggled into the Canadas?—I have heard much of that. I have been in Canada, and heard of it there, and I suppose it did exist: I have spoken to that in the former part of my evidence.

1198. When you mentioned the quality of tea in America to be as good as that in England, did you refer to the fresh tea in America or to the old tea?—I believe the whole of the green teas, the hyson, the imperial, and gunpowder, to be as good tea as can be produced, in my opinion.

1199. As good tea as there is here?—Yes, I think so; they have been bought for Spanish dollars.

1200. Do you refer to the fresh teas of those descriptions, or the year-old teas of those descriptions?—I refer to the teas generally, when they are imported, being of as good quality as can be procured.

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*Lunæ, 1<sup>o</sup> die Martii, 1830.*

JOHN FRANCIS DAVIS, Esq. again called in, and examined.

1201. THE Committee understand that trade, on the part of the East-India Company, is given in shares to the Hong merchants; will you state the proportion of those shares?—The shares are in number twenty-one; of which the chief Hong merchant has four, the four next three, and the two last two and a half each.

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1202. Are there not some of the Hong merchants insolvent?—Certainly not; they are all in full trade.

1203. Do each of them really receive those shares of the trade?—Some of them receive more, according to the teas which may be at their disposal beyond the actual *contracts*. Those proportions apply only to what are called the contract teas, about three-fifths of the Company's investment. The remaining two-fifths are left to be filled up by casual tenders on the part of those who may have the best teas to offer.

1204. Are the casual tenders always from the Hong merchants, and never from any other party?—From the Hong merchants.

1205. Are





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1205. Are those shares considered of value?—As regards the teas, but otherwise as regards the imports; for the Hong merchants sustain a loss upon a great number of imports.

1206. Upon the whole you consider them valuable?—They must be so.

1207. Have you ever heard them estimated at any certain amount?—I have heard such conjectural estimates; but they must be mere guesses, as we cannot have access to their books.

1208. Have you ever known them to be sold?—Certainly not; it is quite out of my knowledge.

1209. Did you ever hear that each share was reckoned worth 40,000 dollars?—It must be a guess on the part of the person that reckoned it.

1210. With respect to contract teas, is the contract made each year?—It is made in the preceding season for the subsequent one.

1211. And the price then settled?—Always in reference to each denomination of tea. There is a descending scale of prices; and in reference to the tea which may be produced under each class, the price is settled.

1212. Is that series of price settled every year, or does it go on from year to year?—The series of prices, in reference to qualities, is settled, and has been for some time. One difference I recollect that lately took place; it was a general reduction in the prices of teas, one tale under every character. It took place in the year 1825, and was in favour of the Company to the amount of about £20,000.

1213. Then, with the exception of that diminution, the prices for each class of tea have been settled for some time?—They have.

1214. Do you remember how long?—I cannot state exactly.

1215. But from 1825 to the present moment the same price has been given?—Yes, generally.

1216. Are the teas that are not contract teas purchased also according to a scale of prices, or according to the market price?—They are purchased in reference to their quality, and according to the scale.

1217. That is, in fact, upon the same rule with respect to price as the contract teas?—No; they are necessarily lower in price, being lower in quality.

1218. What do you call the teas which are not contract teas?—There is a certain portion called “winter teas;” the remainder must be described by the negative term, “not contract teas.”

1219. According to their quality, would the teas that are not contract teas be purchased by the Company at the same rate as the contract teas?—No; they are always understood to be lower.

1220. In





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1220. In what proportion are they lower?—The proportion must be gathered from the total; it is impossible for me to state it. 1 March 1830.

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1221. Upon what ground is it that they are lower?—On the ground of their being inferior, or perhaps old teas.

1222. Are they always old teas?—Not always; but upon the ground of their being generally inferior.

1223. Is there not a portion of the winter teas which is of a superior quality of tea?—The winter teas are always purchased in the current season for shipment in the subsequent season. They are what were rejected as “contracts;” they were *below contract quality*, and are taken at a very reduced price.

1224. Are they invariably below?—They must be below, having been offered as contracts, and not accepted.

1225. Then are the Committee to understand, that all the tea which is not contract tea, has been rejected in the antecedent year as contract tea?—In the current year—not all; only the winter tea.

1226. But the other portions, which are not winter teas, have not been rejected?—Those which are not winter teas have not been rejected.

1227. What proportion do those which have not been rejected bear to those which have been rejected?—It is very difficult for me to state, because the quantity of the winter teas varies in different seasons.

1228. Can you furnish the Committee with an account, for two or three years, of the proportions of the teas?—The total investment of the Company’s black teas is about 270,000 chests, of which the contracts are three-fifths. Of winter teas there are, I think, about 20,000 chests; but this varies.

1229. The winter teas being the rejected teas of the antecedent year?—Of the season antecedent to their *shipment*. They are purchased in February, and shipped in the subsequent October or November. They are rejected, not as being positively bad, but as being comparatively inferior to the high class called contract.

1230. Then the prices paid by the Company are settled according to the scale, and without reference to the market price of the day?—Yes; but they are lower than the contracts. They are settled according to the scale, subject to change and alteration. The Company has always regulated the market price of teas.

1231. When did any change take place?—The last considerable change took place in 1825, but I will not say that some denominations have not been lowered since.

1232. How is the price fixed upon this scale?—The price is fixed according to a certain classification under each denomination. There are not less than ten classes under each denomination; for instance, under the denomination of congo, there are, in fact, more than ten classes.

1233. Between



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1233. Between what parties is it that this price is fixed?—Between the buyers and the sellers : between the Hong and the Company.

1234. Do you know whether the teas that are sent to Canada are purchased by the Company according to the same scale of price as those sent to this country?—They are not contract teas ; they are of a lower description.

1235. Do they form any proportion of the shares which the Hong merchants supply by contract?—No ; the whole consignment is to the amount of not more than £100,000.

1236. Those are not purchased then according to this scale of price?—They are purchased according to the price which the Company choose to affix to each quality.

1237. Are they higher or lower?—They are lower than the contracts, and of a lower quality.

1238. In proportion to the quality, are they lower than the contract teas?—I believe the price is proportioned, as well as can be, to the real value of the commodity in both cases.

1239. Can you speak positively to that?—I should say decidedly.

1240. How are the prices of woollens, which the Hong merchants take, affixed?—According to the demand.

1241. The same way as the teas?—Yes ; except that the relative situation of the parties dealing becomes changed. The one become sellers, and the other buyers.

1242. But still it is a mutual agreement between the parties?—Certainly. I would add, that the last consignment of woollens to China, it is estimated, will yield a profit upon the whole, if the prices remain the same as they were by the last accounts.

1243. Supposing then, in so far as the value of woollens goes, that there were an arbitrary price put upon the woollens and upon the tea, it does not follow that we should ascertain the exact value of the teas purchased by the Company?—They must both be regulated according to the best conception that the two parties have of the supply and the demand.

1244. But they are not regulated according to the price of the day in either instance?—They must be ; the market price of the day must be as much as the sellers can get, and as little as the buyers can manage to give.

1245. When the Americans entered into the trade of supplying Canton with manufactured goods, did the price of the manufactured article fall in the Canton market?—Certainly it did.

1246. Did the price of the woollens that the Company furnished to the Hong at the same time sustain a corresponding failure?—They certainly fell ; the Company had to complain of a fall.

1247. To what extent?—I cannot tell exactly.

1248. Are





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1248. Are there any minutes kept of the agreements between the Hong and the supercargoes?—They are all on the Company's records. 1 March 1830.

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1249. Do you remember when the last arrangement was made between the Hong and the supercargoes, with respect to the price of woollens?—The arrangement takes place every year, with reference to the supply and the demand.

1250. Do the prices vary every year?—Certainly.

1251. But not of the teas?—Yes, I have said before that they did. There was a variation in the whole investment in the year 1825, since which time I cannot exactly speak to particulars.

1252. Are you aware that if tea was purchased in the market of Canton, for ready money for instance, it might be bought at much lower rates than those paid by the Company?—I think the evidence I heard in this room went to prove that. That what the Americans call a rich ship, that is, a ship freighted with *dollars*, will always be more welcome to the Chinese than a ship freighted with *manufactures*.

1253. Do you know the proportion in which teas so purchased for ready money would vary from the contract prices paid for the teas, supposing the quality to be the same?—Except that it would be lower for cash, I cannot speak exactly.

1254. Do you conceive that there would be a difference, upon bohea for instance, of from 9*d.* paid by the Company to 5*d.* and a fraction paid by the Americans?—The denominations of teas can be no guide whatever with reference to the value of the teas. There is as much difference between the quality of teas of the same denomination, as there is between wine sold at a tavern and that drunk at a gentleman's table, although they are both called Sherry or Madeira.

1255. Are there no means of comparison at all between the prices paid in the market of Canton, and the contract prices of the Company's teas?—They are both in proportion to the real value of the commodity; and the contract teas are of a very high quality. I am not aware that they are bought by any but the Company in general.

1256. In the year 1825, when a different arrangement took place about price, was there a meeting between the Hong merchants generally and the supercargoes with respect to that alteration in price?—That would be the way in which such a measure must be operated.

1257. Do you remember whether it did actually take place?—No doubt it did.

1258. Are there any minutes of it?—There are the fullest minutes of every transaction that takes place regularly sent home, in what are called 'Public Consultations,' to the India-House.



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1259. Can you inform the Committee of the particulars of an arrangement entered into between the Select Committee and the supercargoes and the Hong merchants in the year 1828, not long after the failure of the security-merchant Manhop?—There are complete minutes upon the subject at the India-House; and they are of better authority than I am, for I happened from necessity to be absent from the spot at that period.

1260. Do you recollect what the substance of the agreement was; whether it was not agreed by the Hong merchants, under a penalty of 20,000 dollars or some such sum, to be paid by any Hong merchant who should, after a certain date, grant a license for the sale of any foreign imports to any other person than a Hong merchant, or to ship off any goods purchased from an outside merchant?—This arrangement among the Hong merchants took place entirely without the instigation of the Committee, or their interference. It was in consequence of this edict from the Hoppo:—

“ From his excellency the Hoppo, Wan Ta-Jin, to the Linguists Achow and others:

“ It has been found out that some persons who formerly opened shops for European wares, have entered the merchants' hongs and clandestinely do business with foreigners; but foreign ships coming to Canton are restricted, in all their imports and exports, to deal with the Hong merchants. If native shopmen carry on a clandestine commerce, the law accounts it a treasonable intercourse. The severity of the law is to prevent frauds on the revenue. But the shopmen evade the law by forming connections with the Hong merchants, gradually entering and assuming a false pretence of superintending the Hong concerns, carry on their illegal shops with the foreigners, and bring up and send down catgoes in the name of the Hong. The merchants connive at it, and the linguists receive bribes to report the duties. But it is forgotten that large debts for duties are accumulated, and foreign claims increased, and the Hong merchants are eventually injured. The best way to prevent future evils is to be careful beforehand. Besides ordering Howqua and the other merchants to examine whether there be any shopmen in the Hongs or not, and forthwith to expel them instead of retaining them to carry on an illicit commerce with foreigners, and declaring that if any dare to disobey this order, on the facts being discovered, the goods will be confiscated, and the shopmen delivered over to the local government to be punished. Besides doing these things, an order is hereby issued to the linguists, requiring them to act according to the tenour of this; and hereafter should any shopmen clandestinely enter the Hongs and deal with the foreigners, the linguists are disallowed to report their goods at the custom-house, and are required to give information to government that the goods may be confiscated. Should the linguists openly assent to and secretly oppose this order, and as before report goods at the custom-house, the moment it is discovered they will be severely punished.—Dec. 17th, 1827.”

1261. Are there not frequent proclamations or edicts by the Viceroy and by the Hoppo against smuggling of every kind?—This was a more particular one, in consequence of the successive failure of three of the Hong merchants.

1262. Are not frequent proclamations of that kind issued against smuggling and illegal transactions?—Not so frequently against what is called the “outside trade” as against the opium trade.

1263. Are





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1263. Are not those considered matters of course, and does not smuggling go on increasing notwithstanding?—I would confine the observation to opium, because that is a contraband article which cannot pay duties. The edict quoted is quite of a different description. I have not known more than three or four since my residence in the country. I remember one in 1817, when the Company interfered *in favour* of the shopmen, and requested the government to allow them to trade to a certain extent with the ships without being subject to the interference of the Hong merchants. That application failed; and it appears that there were two hundred shops soon after shut up by order of the government. This last was without any complaint on the part of the Hong; it was a spontaneous act on the part of the government.

1264. Are the Committee to understand that the Company entered into no arrangement with the Hong merchants in consequence of that?—The Company had that year suffered very much by the abstraction from their contracts of teas of which they had always been accustomed to have the first choice; and the Committee then thought, that as they had suffered in that year's investment, it was for the interest of the Company to endeavour to maintain their accustomed advantage. The Court did not enter into these views to their full extent, and the resolution of the Committee has been altered; but they did at the moment think that it was for the interest of the Company to tell those Hong merchants, whom they suspected of conniving at the system, that if any individual of their body contributed again to the injury of the Company's investment, for the sake of a higher price, the Company would diminish their dealings with him.

1265. Did they not state to the Hong merchants that they reserved to themselves the right of depriving such Hong merchant of any share of the Company's trade, if they should again grant parcels or permit facilities to the outside merchants to deal with the Americans and other traders?—It did not extend to the general trade in articles which had always been allowed to the shopmen. It was with reference to teas more especially; with reference to matters which affected the Company's investment and the Company's interests.

1266. As regarded tea alone, did they make their intention known to the Hong merchants?—Yes; they told them that if they found their investment suffered, they should consider it their duty to show their disapprobation, by dealing less with the merchants who connived at it.

1267. Are the Committee to understand that the Chinese were themselves anxious to deal with Americans and others, and thereby abstracted a portion of the Company's trade, but that the Company's servants interfered to prevent it?—The Company's servants at that time thought it was their duty to preserve the first choice, which they had always enjoyed, of those superior teas; and they thought they could do this in no other way, than by telling the merchants that they would deal less with any individual of their



1 March 1830. body who injured the Company's interests by contributing to the new system.

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1268. In fact, they were anxious to keep up that preference which they had in the choice of teas, notwithstanding the outside merchants wished to deal with others?—They did ; but the idea has been since given up, in consequence of the receipt of a reply from the Court, saying they thought it was better to let things take their natural course.

1269. Then, in fact, did matters revert to their old channel, notwithstanding the edict you have now read?—Certainly not, with regard to all commodities. It is still held by the Canton government to be traitorous for an outside dealer to deal in certain staple articles.

1270. Can you state any instance in which the government has acted on the spirit of that edict, and punished any outside merchant for dealing with Americans or any other foreigners?—I have not yet heard of any instance since that edict.

1271. What is the Chinese punishment for treason ; what penalty would attach to that class of treason which is designated by this trade?—Treason, strictly speaking, is the highest crime that can happen under a despotism ; and in China entails the highest punishment. What sort of treason dealing with foreigners is, I am not aware ; but it might probably be punished by banishment for life to Tartary.

1272. Have you ever known that punishment inflicted for that offence?—Soon after the Company's interference in 1817, two hundred shopmen were taken up and punished : the least punishment, I believe, was the confiscation of their goods.

1273. At what time was that?—In the year 1817.

1274. Have you ever known such a proceeding taken at any other period?—Constantly ; it has happened every two or three years since I have been in the service, that outside men have been apprehended. It is for the purpose of extorting money from them.

1275. Has it, in point of fact, interrupted the proceedings of the outside merchants?—It never can entirely. I consider the outside trade at Canton to be perfectly secure in regard to certain permitted commodities, but not in regard to the others.

1276. Have you ever heard that outside merchants have given sums of money, 5,000 or 10,000 dollars, to the Hong merchants, for their pass to cover certain exports, which legally they could not send without the Hong merchants' authority?—They have, I believe, bribed them.

1277. Has not that been of very frequent occurrence?—I believe that no outside dealer, where his business is illegal, can manage well to carry on such transactions without bribing the Hong merchants. It is a sort of tax on the outside trade.

1278. The





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1278. The Committee understand from you that the Hong merchants have legally a monopoly of the trade from the port of Canton?—In staples.

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1279. Do you mean in the trade with Europe and India?—The Chinese do not discriminate between the places from which foreigners come.

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1280. Do you recollect any articles which are excepted from that monopoly?—There is one which, I believe, is now excepted, namely, silk piece-goods; it is a trade which the Hong merchants cannot carry on, being a business of detail, fit only for the outside dealers.

1281. Did not that take place in 1828 by proclamation?—The proclamations were against free trade; but silk has been allowed to the outside dealers.

1282. Then except silk piece-goods all other articles are considered illegal, if they do not go through the Hong merchants?—Besides silk piece-goods, there are a variety of trifling things. The daily wants of a foreigner at Canton must be supplied from the shops; for instance, a man could not go and buy a pair of shoes from Howqua. There are, besides, sugar-candy, and mats, and things of that kind.

1283. Are you aware of sums of money being paid by the outside merchants to the Hoppo for the privilege of exporting?—I am not aware of that; I should say, they were paid to the Hong merchants. The Hoppo is in a situation too high to admit of bargains between him and the outside dealers. I should think the bribes were paid in part to the underlings of the Hoppo.

1284. Will you state what the office of the Hoppo is, and what his duties are, and the importance of them?—He is the third civil officer in rank at Canton; he ranks after the governor of the province; and he is chief commissioner of the customs. His duty is to superintend the foreign trade in general.

1285. Are you aware whether he is paid by salary or by commission?—I believe that, under that corrupt government, he receives very little positive salary, and is allowed principally to pay himself. Most of the situations connected with foreign trade are sold to the best bidder, who remunerates himself as he can.

1286. Have you not heard that that is principally done by conniving at evasions of the revenue?—I believe that it is to a considerable extent, and by sums that he wrings from the Hong merchants; in every way, in fact, that he can obtain money.

1287. Are the Committee to understand that there is a disposition, on the part of the Chinese outside merchants, to deal with foreigners, but that the Hong, by the privileges which they possess, restrain them?—I should say, that there is necessarily a disposition, on the part of the outside dealers, to participate in the lucrative trade with foreigners, but that both the government and the Hong merchants are, from interest, opposed to it; the government



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ment, because they are more secure of their revenues if they come regularly; and the Hong merchants, naturally, with that self-love which leads every man to do the best for himself and the body to which he belongs.

1288. But you say that the government have relaxed in some of the regulations in favour of the outside merchants?—I believe that in one article they have, either by positive connivance or by positive enactment, allowed the silk trade to the outside dealers.

1289. Was there any written contract, on the occasion that has been mentioned, between the supercargoes and the Hong merchants?—I believe that it was, just in so many words, addressed to those Hong merchants whom they suspected of having assisted in depriving them of their accustomed choice of teas, that they would show their displeasure towards any Hong merchants who contributed to it, by dealing less with them than with the others.

1290. Have you any knowledge of a letter addressed by the American agent to the chief of the Select Committee, remonstrating against such part of the arrangement in question as involved his interest as an American?—Some of the Americans (for all of them would not sign these petitions to the government) had endeavoured to bring the British into odium with the Chinese. I think on the Company's records there is copy of an address of theirs, saying that the British had set themselves up in opposition to the Emperor—a charge of the most injurious cast in such a country as China; and we at that moment felt that we owed so little to the Americans, and particularly to this individual, that we returned a very short answer. He wanted us to assist him on some occasion, and we returned him a very laconic answer, from the feeling that we owed him very little.

1291. Is that letter and that answer on record?—I think they both are on record. This petition had not been signed by all the Americans.

1292. Are you aware whether the American merchants at Canton, on finding that their trade with the outside merchants was put an end to by the arrangement made between the supercargoes and the Hong, held a meeting and resolved to petition the Viceroy against such proceeding?—I believe that those individuals of the Americans who had signed this previous petition, did repeat their application through the medium of the Hong merchants.

1293. Have you ever seen a copy or translation of that petition sent in by the Americans?—I saw some five or six of them; but with regard to that particular one, I cannot say.

1294. Did not one of these petitions to the Viceroy charge the agents of the East-India Company directly with having originated the arrangement which the Americans considered so prejudicial to their interest?—If they did make that assertion, the records will show that it was incorrect.

1295. According





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1295. According to your recollection, was that the allegation in their petition?—It might have been their allegation; but if it was so, I must deny the truth of it. 1 March-1830.  
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1296. Are you aware whether any answer was sent to that petition from the Chinese authorities?—Yes; but the tenour of it I cannot speak to. There was so much correspondence that I cannot speak positively to any individual document.

1297. Have you ever seen the answer of the government to the American application?—I dare say I did, but its exact tenour I cannot charge my memory with.

1298. Do you recollect whether that proclamation for the first time legalized the transactions of foreigners with outside merchants?—I should say that there is no material difference at this moment with regard to the real state of the trade, except in the article of silk piece-goods. I have heard, though I cannot speak positively from my own recollection, as it did not concern us, that manufactured silk has been added to the other things that were before allowed to the outside dealers.

1299. Did it not, to the best of your recollection, as regarded the export of manufactured silks, and the import of all cotton manufactures, legalize the trade with the outside dealers?—Yes, I think it did; it admitted those things to the list which before existed of the trade permitted to the outside dealers.

1300. Will you have the goodness to read, from the Canton Register of the 2d of August 1828, a statement therein contained of a proclamation concerning the trade carried on by shopmen, dated July 14th, 1828.

*[The witness then read the same, as follows:]*

“ Proclamation concerning the Trade carried on by Shopmen; dated July 14th, 1828.

“ Le, governor of Canton, &c. &c. with Yen, commissioner of customs at the port of Canton, hereby make known regulations agreed upon for carrying on commerce between native shopmen and foreign merchants of all nations, and require obedience to the same.

“ The treasurer and judge of Canton having received orders to meet and deliberate on the subject, reported to me, the governor, as follows:

“ “ We being commanded to meet and deliberate on regulations for the trade between native shopmen and foreign merchants, ordered the Kwongchowfoo to unite with the Nanhæ and Pwangu magistrates, and examine the old records on the subject, then consult and state their opinion. They did so, and laid the result before us, when we came to the following resolutions:

“ “ Foreign merchants of all nations coming to Canton were formerly restricted, in their dealings with shopmen, to leather shoes, china-ware, &c. eight articles. Exclusive of these, all imports and exports were confined to the Hong merchants, who were made responsible for the duties, to prevent smuggling and such nefarious proceedings. The linguists were appointed solely for interpreting, and were not responsible for trade. It is proper to keep them on the old footing, in conformity with existing laws.

“ “ But





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“ ‘ But the Hong merchants have now represented, that the Americans are desirous to be allowed to trade either with shopmen or Hong merchants as they please, whether for great or small commodities. And of late, foreign ships in greater numbers have come to Canton, in which are a great many trading skippers, for whom the eight articles to which they were restricted are insufficient. The circumstances of present and former times are different. That on deliberation, they would make out a list of the *larger articles* of import and export cargo to be confined to the *Hong merchants*, and earnestly soliciting a change of the law, which would be showing compassion to the remote foreigners, and be beneficial at home. This was their motive.

“ ‘ We (the treasurer and judge) commanded the officers before-named to examine into the subject and report, which they did. It is proper for us now to state the result; which is, that a list be made out of exports, *tea, raw silk, &c.* 24 articles; and of imports, *woollens, camlets, &c.* 53 articles; all of which large commodities the *shopmen* shall be *prohibited* from dealing in.

“ ‘ All other goods not inserted in the list, whether exports or imports, coarse or heavy commodities, miscellaneous articles and eatables, shall be left free to the foreign merchants to deal with shopmen, and shall be shipped off by Hong merchants, who are to be responsible for the *duties*. As to worked silks, since they are not brought from Soochow or Hongchow, but woven from time to time by natives of Canton when applied for by the foreign merchants, and since the *Hong merchants* say that this practice is expedient, both for foreigners and natives, it is right to grant their request [to leave silks free].

“ ‘ All coarse and miscellaneous articles not inserted in the list are free to the foreign merchant who now chooses to deal with shopmen. But hereafter, if the shopmen incur debts, the *Mandarin merchants* shall *not* be implicated. The foreign merchant must, in all such cases, be *left to himself* to clear his account.

“ ‘ With respect to shopmen dealing with foreigners, it is inexpedient to leave them without some one to inspect their conduct. We (the treasurer and judge) request that it may be made the duty of the Hong merchants and linguists to examine them from time to time, and should there be any smuggling, the Hong merchants shall be responsible, and the linguists brought up and punished. This change seems required by the times; and since the foreigners will be compassionated, the merchants accommodated, and the *responsibility fixed*, there will be *no loss to the revenue*, nor any obstacle from the laws.

“ ‘ Having received orders to examine and consult, we now submit whether these suggestions be right or not, and wait for instructions to promulgate them. We moreover request that a communication may be made to the Hoppo to examine and conform.’

“ ‘ These statements have come before me, the governor; and as the deliberations are completed, I direct, in accordance with the above suggestions, a list to be made out of exports—*tea, raw silk, &c.* 24 articles. [Here he quotes, *verbatim*, the preceding paragraphs, and desires the Hoppo to issue a proclamation in their united names to the Hong merchants, to communicate the orders of government to the foreigners of all nations, and to the native shopmen, that one and all of them may yield obedience to the same.]

“ ‘ Thus the affair comes before me, the Hoppo, and I hereby issue, in the name of the governor and Hoppo, the following orders. [Here he quotes, *verbatim*, the preceding, and then adds]—

“ ‘ Let merchants, foreigners, linguists and shopmen, all be hereby fully informed, that hereafter they are required implicitly to obey the preceding regulations, to examine and conform their dealings to the list of exports and imports hereto annexed. Hong merchants alone are allowed to trade in the articles therein mentioned. Shopmen are not permitted to have any secret intercourse with foreigners.

“ Of





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"Of the wrought silks, each shop is to be limited to 8,000 catties. The said shopmen are permitted to deal with foreigners only in miscellaneous articles, not in the great articles of commerce.

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"The foreign merchant, in dealing with shopmen, has been required to give in a list, through the linguist, whose ears and eyes were near and can easily investigate. Hereafter in reporting goods to be shipped off, he must distinguish clearly which belong to Hong merchants and which to shopmen. It is made the duty of the linguist to discriminate according to law, ere a permit be given. He is not allowed to confuse these things; if he do, he will be severely punished.

"The linguists are besides, ordered to make out a list of all the foreign-goods shops, and whether the owners be substantial good people, and cause them forthwith to present to government associated names for security, to be preserved on record.

"As to any debts that may hereafter be contracted by the shopmen, the *foreigners themselves* must manage the affair.

"It is incumbent on the Hong merchants and linguists to examine and report on what is going on. If they presume to conceal what they know, and any clandestine proceeding be educed, they will be severely prosecuted. Positively the governor's and Hoppo's words once gone forth, the law will follow. Positively no indulgence will be shown. Let every one implicitly obey. Oppose not this special edict.

"List of the 24 Articles of Export, (confined to the Hong's).

"1. All sorts of teas. 2. Raw silk from Oakwong. 3. Silk prepared for weaving. 4. Canton raw silk. 5. All sorts of cloth. 6. Native cassia. 7. Cassia buds. 8. Sugar-candy. 9. Sugar. 10. Tutenague. 11. Alum. 12. Cloves. 13. Nutmeg (or mace). 14. Quicksilver. 15. China camphor. 16. Rhubarb. 17. Galangal. 18. China root. 19. Vermilion. 20. Gamboge. 21. Damar. 22. Star anniseed. 23. Pearl shells. 24. Cochineal.

"List of the 53 Articles of Import.

"1. Worleys. 2. Dutch camlets. 3. Camlets. 4. Long-ells. 5. Broad-cloths. 6. Cuttings of cloth. 7. Sorts of camlets. 8. Florentines. 9. Ginseng. 10. Sandal-wood. 11. Bird's-nests. 12. Cloves. 13. Nutmegs. 14. Putchuck. 15. Olibanum. 16. Malay camphor. 17. Elephants' teeth. 18. Pepper. 19. Foreign tin. 20. Ditto lead. 21. Ditto copper. 22. Ditto steel. 23. Cotton. 24. Rattans. 25. Betel-nut. 26. Smalts. 27. Prussian blue. 28. Bicho do Mar. 29. Fish maws. 30. Sharks' fins. 31. Materials for glass. 32. Ebony. 33. Sapan-wood. 34. Cochineal. 35. Gum kino. 36. Myrrh. 37. Physic. 38. Assafœtida. 39. Physic oil. 40. Quicksilver. 41. Foreign iron. 42. Wax. 43. Cutch. 44. Pearl shells. 45. Sago. 46. Undressed nests. 47. 48. Flints. 49. Borax. 50. Amber. 51. Gold and silver thread. 52. All sorts of skins. 53. Mace."

1301. Does it appear by that proclamation through what authority the American petition was presented?—It could only be presented through the medium, and in the words, of the Hong merchants. The question resolves itself into the respective privileges which Americans and English possess at Canton; and in order to show that the Company have *not* been hostile to the Americans, I may state that I myself interfered, with the sanction of our Committee, in favour of an American named *Anmidon*, in 1825, and availed myself of the knowledge I had of the Chinese language to write a petition for him to the authorities, complaining of the conduct of the Hong merchants. That petition was sent back unopened to the American, with a message to say, that no American could communicate directly





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directly in the native language with the government. The individual's grievance remains to this day unredressed.

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1302. Do not the Chinese government in that proclamation state that circumstances are changed, and that it is necessary for them to make alteration in their commercial regulations as regarded the outside merchants?—It says that the *eight articles* are insufficient, and that therefore it is necessary to enlarge it by the addition of the articles stated, principally of silk manufactures.

1303 Is it stated there that the Hong merchants shall have the privilege of dealing only in a certain number of staple articles?—It does not *prohibit* them from dealing in *other* articles: it says, that they shall have the exclusive right of dealing in staple articles.

1304. Are you aware that there is a list of “enumerated articles,” which none but British ships can import into England?—There is, I believe, a regulation of that kind.

1305. With reference to the estimation in which the English are held at Canton, have you ever seen or heard of placards in the Chinese language being posted up on the European factories, accusing the English of being the means of interrupting trade between foreigners and the outside merchants?—I believe there are placards put up by the Chinese occasionally against all foreigners, containing charges of a much more serious description than that; but I have not heard of those particular placards to which the question refers. Lampooning is very common in that country. They even placard the officers of their own government.

1306. Have you known of any placards complaining of the interference of the East-India Company?—No; placards containing abuse of all foreigners I have heard of frequently, but not of the particular placard alluded to.

1307. Are you aware whether that proclamation has been acted upon in regard to permitting the outside merchants to deal with foreigners?—I believe that the outside trade is now very much in the same state that it has always been at Canton. It was legalized, with regard to certain articles, before, and to *that* list some commodities have been since *added*.

1308. In your former evidence you stated that the Chinese are decidedly an anti-commercial people; will you state any individual instance in which the Chinese have refused intercourse with foreigners?—They have excluded us from several ports to which we formerly had access. They have excluded the Russians from Canton.

1309. Do you recollect the date when we were excluded?—Not exactly; but it was about the end of the seventeenth century, in consequence of the conquest of the Tartars. The Tartars became masters of China, and were I suppose, more jealous than the former government, and accordingly excluded us from Amoy.

1310. Have





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1310. Have you ever heard that the Europeans excluded themselves from those ports to avoid the exactions made by the Chinese authorities?—No: I believe they were positively excluded by an act of the government; I believe they would not be admitted there now. I have seen edicts from the government, saying that foreign trade must be confined to Canton.

1311. Have you any idea of what the extent of the tea trade to England was at that time?—It was very inconsiderable, compared with our present trade.

1312. Are the Committee then to understand that the tea trade to England, now so large, has grown up since Europeans were excluded from Amoy?—Certainly.

1313. Is not that new trade beneficial to the people of China?—It would be more beneficial (because I conceive it would be larger) if it were nearer to the centre of the empire. That very great accession to the prices of tea, which arises from the long land-carriage, would be avoided, if the trade were nearer to the tea provinces.

1314. Must not so large a trade be beneficial to the country?—It cannot but be beneficial, as far as it goes.

1315. If the trade is beneficial, on what grounds do you suppose the government to be decidedly hostile to increase that trade?—Because it is decidedly hostile to foreign intercourse. The institutions of the country are built on the maxims of their great philosopher, Confucius; and it was a leading precept of his to avoid intercourse with foreigners—"to despise foreign commodities;" those are his words. The sacred books of the Chinese are different from the sacred books of most other countries; they are not so much religious books, as treatises on ethics and on government; and as long as the Chinese venerate those books, so long will the institutions built upon those books remain more or less unchanged.

1316. Does the veneration of the Chinese, whatever may be its appearance practically, prevent them from carrying on a foreign trade?—Principles of government that are absolutely preposterous in themselves, and contrary to the dispositions of human nature, must in fact render themselves futile to a certain extent; and to that extent the foreign trade prevails in China.

1317. Are you aware that the port charges on vessels going to Amoy are much higher than those on vessels trading to Canton, even taking the Chinese junks?—I should think there is no difference between native vessels; all the extortion and the tyranny is chiefly in regard to foreigners.

1318. If it should be the fact that the port charges at Amoy for Chinese junks are higher than the port charges at Canton, might not that, in some measure, account for the cessation of trade to that port?—I really cannot speak to the difference of charges on native vessels.

1319. Can you speak as to the difference of charge which may exist at Amoy and at Canton with respect to foreign vessels?—I can only speak from





1 March 1830. from the trade at Amoy having been abandoned by foreign vessels in consequence of those charges; but they were not so much charges recognized by any law of the country, as individual acts of extortion on the part of the Mandarins.

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1320. When you talk of the exorbitancy of the charges, do you mean any excess of charge at Amoy as compared with Canton?—I should judge from the result, that they were higher at Amoy.

1321. Were not the Spaniards the only nation that had the privilege of trading to Amoy?—All foreigners possessed that right formerly.

—1322. Did not the Spaniards continue to have that right later than any other nation?—They had the nominal privilege; but that was rendered nugatory by the obstacles they experienced.

1323. How lately have they abandoned it?—Within the last twenty years one attempt was made, which proved unsuccessful. I should say, that all the ports of China are virtually as completely shut to Europeans as the ports of Japan, with the exception of the Dutch.

1324. Do you conceive the port of Amoy to be shut to all British vessels?—Certainly.

1325. As the trading intercourse in China of European subjects has increased, does it not show that the anti-commercial spirit is somewhat diminished?—I should say, that it was the operation of the interests of individuals against a preposterous policy.

1326. Does not that interest answer the same end?—It must be checked, to a certain extent, by the spirit and conduct of the government. The trade would be infinitely greater, if we had access to several ports of the empire.

1327. You have stated that the Chinese government are aware of the advantage of the great trade with Canton?—I cannot say that they ever *expressed* themselves so, but very much the reverse: it may be *inferred* that they value it, to the extent of the revenue which they derive from it, and which is very inconsiderable in proportion to the revenues of the empire. They would value it less, as they lost this revenue by the growth of smuggling.

1328. What is the amount of revenue remitted annually by the Hong?—I have heard it stated at 2,000,000 of tales; but that is a trifling sum.

1329. Is not that about £650,000 a year?—It is.

1330. Does that amount include the port charges of the port of Canton?—I should think it does; that on whatever grounds it is calculated, it includes every source of profit to the government.

1331. Are there any local charges upon the trade at Canton, independently of the government duties?—I should think that the heaviest charge on the foreign trade at Canton was in the shape of extortion; much heavier than what finds its way to the coffers of the Emperor.

1332. Inde-





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1332. Independently of extortion, is there any portion of the charges upon the trade which is locally appropriated at Canton?—There is a charge called the consoo charge, for the benefit of the corporation of Hong merchants. 1 March 1830.  
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1333. Have you ever seen in the Canton Register, that the Hoppo, or treasurer of the place, is stated to have remitted annually to Peking between 1,900,000 and 2,000,000 of taels?—I may have seen it, but I should not found an opinion on any thing that I saw in the Canton Register: it is not a work of sufficient authority.

1334. Are you aware whether the revenue remitted is merely the revenue on imports, or does it comprise the transit duties also?—It must include the revenue of exports also; for the Chinese charge a tax of 3*d.* a pound on the shipment of teas at Canton.

1335. Are you aware whether the Chinese levy at Canton any duties in kind?—I am not aware of any such duties at present. There are a few clocks and watches, and such things, which are annually sent up to the Emperor.

1336. Are you not aware that the port charges go to the Hoppo, as his private perquisite?—No; there is a proportion of about one-half which goes to the Hoppo: the other ought to find its way to the Emperor.

1337. In your former evidence you stated that the government of China is as independent of foreign trade as that of any country in the world: how do you reconcile that with the statement afterwards given, that in 1814, when the English supercargoes suspended the foreign trade for six months, the government were so much affected, that they yielded to the terms dictated by the East-India Company?—I do not think that goes to contradict my former assertion, “that it is as independent as any government in the world,” though it *was* thought proper in that case, by the local authorities of Canton, to continue this trade with foreigners. The English were (at that moment of war) the *only* traders at Canton; and if *they* had been excluded, all trade must have ceased.

1338. Have you ever heard what proportion of the population are maintained in growing teas?—I cannot speak to that. We do not know what their whole population is, nor, accordingly, any fractional part of it; our sources of information are so unsatisfactory. Even their own books seem most contradictory, and to be founded on no grounds that can be relied on.

1339. Do you mean to say that the Chinese government so long established, have no statistical tables or estimates, accessible to foreigners, of the population of the different districts?—I have seen one of those accounts, in which the population is made to be about 250,000,000; but I do not attach a great deal of faith to the correctness of it.

1340. Are you to be understood to state, that the provinces of Fokien and Kiangnan are principally employed in rearing tea?—Fokien, Kiangnan, Tchekiang, and Kiangsee.

1341. From





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1341. From what you have seen of China, is not it very difficult for the lower classes to live? Is not there a great competition for labour?—I do not think there is much more abject, miserable poverty there, than in many other countries of the world: I am sorry to say, than in our own: I mean in proportion to the population.

1342. Are not wages low in China generally?—Wages are low, but the wants of the people are rendered comparatively few by the superiority of their climate: they are more independent of clothing, and lodging, and fire, than the inhabitants of colder countries.

1343. Has it not come to your knowledge, that there have been frequent rebellions and disturbances in different provinces in China?—From famines.

1344. What would be the effect, in your opinion, on a dense population like that of China, if the foreign trade, admitted by the statements to be so large, was suspended. Would it not add very much to the distress existing there?—It might to the local distress of Canton, but I do not think it would be felt out of the province of Canton; except, perhaps, in the tea districts.

1345. Are not those tea districts extensive, and their population numerous?—They must be large, judging from the quantity of tea which we export, and which is known.

1346. Do you not consider that very serious evils affecting the government would arise if their foreign trade was put an end to?—I am not aware that any evils arose in those ports from which we have been already excluded.

1347. Do not you conceive that there was a proportionate increase of export from Canton, when the exclusion of foreign trade took place in other ports?—Yes; but I spoke with reference to the *local* evils: not the general effect upon the empire, but the local evils suffered at those points from which the foreign trade was abstracted.

1348. If the produce of those ports found its way to Canton, would not the local inconvenience be limited to the inconvenience which might be sustained at the other ports?—The local inconvenience would be local to those places from which it was taken.

1349. Are you not aware that the tea province of Kiangnan is by far the largest and most populous province in China?—It was so long before the foreign trade ever reached China; it is a matter of ancient history that it always has been so.

1350. Has not the old tea trade, as an export, grown up since the time when it was excluded from the other ports, and must not circumstances be very much changed since that time?—That is a matter upon which I cannot speak from positive knowledge. The export of tea has grown up since that time; but in what proportion it has added to the population of those provinces, I cannot state.

1351. You





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1351. You are aware that the trade of 50,000,000 or 60,000,000 of people in Bengal is confined to the port of Calcutta. Would not the closing of the trade of Calcutta affect the general prosperity of the country?—I should think that, as we are masters of the country, our imports into India spread more uniformly over those dominions than they do in China, where they are restricted to Canton. It has been estimated that barely one-ninth of our imports is consumed in the north of China, on account of the distance.

1352. The question refers to *exports* from China?—I am persuaded that the inconvenience would be chiefly local. The influence of foreign trade does not extend very far inland from Canton. I have had reason to form that opinion from what we saw in the embassy.

1353. What is the population of Canton by the nearest estimate you have heard?—There are no sources from which I can give correct information.

1354. Have you never heard that the population living actually in boats on the Canton river amount to nearly 1,000,000 of people?—I can only say I do not believe one word of that assertion; it is an outrageous estimate. Forming an opinion from what one sees, I should compare it with the river at London, and should say it was not any thing like so much.

1355. What do you suppose the population to be of the city of Canton and the suburbs?—I should think it cannot be a fourth or a fifth of that of London.

1356. Do you mean that, according to the best estimate you can form, the number of persons living by occupations on the river at Canton is not greater than it is upon the river Thames?—That it is not so great as the number upon the river Thames at London; I mean the floating population in boats, and ships, and barges.

1357. Do not the rivers and canals of China afford great facilities in carrying on the trade to and from Canton; and are not the individuals so employed as industrious and enterprising as men can be?—With all that has been done, the facilities are in a very inferior state to what they might be. The river which brings the teas to Canton from the frontier of the province, where it has to cross a high mountain, is a mere trout-stream for a great proportion of the way; and foreigners of all descriptions have been obliged to wait at Canton for months on account of there not being enough water in that river to float the vessels that bring the teas.

1358. Would you consider those individuals who carry on that communication more commercial than the population of Bengal?—The Chinese, if left by their rulers to themselves, would perhaps be the most industrious and commercial people in the world.

1359. Are they not, so far as you know, the most commercial people in the whole of the East?—Except the Arabs, perhaps; they do not navigate so far as the Arabs do.

1360. Will





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1360. Will you have the goodness to explain how you reconcile what you have just stated with the answer you gave in your first examination, that the character of the Chinese was that of a decidedly anti-commercial people?—I am speaking now with reference to their *internal* commerce, the very circumstance which makes them so independent of *external* or *foreign* commerce. In my former answer, I was speaking of foreign commerce.

1361. Can you form any estimate of the quantity of tea retained for home consumption in China, as compared with the quantity exported?—No; it must bear a certain proportion to the population; but the quantity of tea consumed by the Chinese generally is very small. They economize the use of it wonderfully. An ordinary Chinese puts his tea-leaves into the teapot in the morning, and they last him through the day. The drink is kept warm by a contrivance which forms a stratum of non-conducting air between the two vessels that contain it.

1362. Is there no means of forming an idea of what is the proportion which is exported as compared with that which is retained?—The proportion could only be ascertained by positive information as to the whole quantity produced; but that information has never been obtained.

1363. Have you no information, however general or however rough?—None whatever, as to the quantity that is produced: assertion is very easy, but proof is not equally so.

1364. Are you aware that the English and Americans have exported exceeding 40,000,000 of pounds of tea?—The Company have exported about 30,000,000, and the Americans about 8,000,000 by the last account.

1365. Taking the rest of Europe, is it not altogether within 40,000,000?—The consumption of Russia is stated at about 5,000,000, the consumption of the continent of Europe is not quite 5,000,000, and the consumption of the whole civilized world, besides England, is about 22,000,000, while the consumption of England is about 30,000,000.

1366. Have you ever heard any estimate of what quantity is used for internal consumption in China?—I have never heard any information on the subject that I can rely upon.

1367. Is the tea exported to Russia raised in the southern provinces from which we obtain our tea?—It is, I believe, raised in the northern part of the empire.

1368. Do you know where?—I am not very certain as to the locality. It is a different species of tea from what we use, and that is the best proof of the difference of the locality.

1369. Is there any quantity grown in the western provinces?—Not in the western. It is grown on the line of sea-coast on the eastern side.

1370. Are you aware that when tea has been exported and turns out bad, if the chest is returned two are given for one?—That may have happened in individual





individual cases, and in the instance of the merchant Howqua, who is known for his liberality and his wealth ; but I doubt it altogether as a general fact.

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1371. Is it not a general thing on the part of the Company?—It is a different operation in the case of the Company ; the Company debit the merchants in their books. As an insulated act of voluntary and spontaneous generosity, it may be intelligible on the part of a rich Hong merchant like Howqua ; but the Company could hardly venture to do such a thing on their own part as to exact double the amount of all losses.

1372. Have you heard of the Hong merchants doing that to the Americans and private traders?—I have heard of cases in which Hong merchants have refused to make *any* remuneration : it has always been an act of spontaneous good feeling on the part of the Hong merchant that did it.

1373. Are you not aware of instances where that has been done?—I am aware of a great number of instances where it has been *declined*.

1374. Can you state any instance?—I know an instance in which a Hong merchant made it part of his stipulation that he should not be obliged to make good the loss of the tea that was returned.

1375. From such stipulation would you not infer that the contrary practice had been the general rule?—All my information goes to prove, that it has *not* been the general rule ; that most of the individuals that have been applied to have refused, and that the generality of the rule has been in the other direction.

1376. On what ground, then, do you suppose that previous stipulation could have been made?—It was a mode which that individual adopted to save himself from unpleasant applications, which he was determined to refuse.

1377. You have stated you consider the heavy duties on foreign manufactures as a proof that the people are anti-commercial, and wish to check the trade with foreigners?—It is partly a proof of that, and partly a proof of the greediness of the Chinese government.

1378. Can you state the highest rate of duty laid on any manufacture?—I cannot call the highest rate to mind at this moment.

1379. That is one of the reasons why you consider the Chinese government averse to foreign trade?—It is *one* of the reasons.

1380. If you were shown that England lays twice as much duty on foreign manufactures, would you conclude that England is an anti-commercial country?—The fact would go generally, and in the abstract, to sanction the inference.

1381. You have stated that the Company derive great advantage from their superior class of shipping ; are you aware of the disadvantage the Company have in regard to the rate of freight?—That is the price which they pay for the advantages.





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1382. Are you aware that the Company are paying from £26 to £27 per ton, whilst tea can be imported for £9 or £10 per ton in other ships?—I believe that the average payment for tonnage, on the part of the Company, is not so high as that stated in the question.

1383. Are you aware what the average freight at present is in the Company's regular ships?—I know it has fallen 50 per cent. since the war; but I cannot speak to the present amount.

1384. Are you aware what the difference of freight to the Company would be on the 28,000 tons, beyond what any other individuals could bring the tea to England for?—I cannot answer that exactly. If it was deemed advisable, I consider an act of the Legislature might oblige the Company to go into the market for their tonnage like other merchants.

1385. You have stated as another advantage of the Company's large ships, that they are better adapted for the stowage of teas; can you state, of your own knowledge, whether a 500 ton ship, carrying tea to Canada, or bringing tea to England, has brought the tea in a worse condition than that which is brought in the larger ships?—The standard of teas that we send to the North American colonies is inferior to the standard imported into Great Britain. I can speak to the fact of one ship, the *Barkworth*, having delivered her cargo in a most deplorable condition, and entailing most serious loss.

1386. Can you state the circumstances of that case?—It arose from her general condition as a ship. I believe that in most cases the cargoes are turned out in a worse condition from ships of that description than from the Company's regular ships.

1387. You know that a small ship does not carry so much in proportion as a large ship?—I am aware of that from personal knowledge.

1388. Since you have been at Canton, have not the country traders had some very large ships, of 1,000 or 1,200 tons?—Not of that last capacity. I have heard of their having a few large ships lately: but the American ton is less than ours.

1389. Are you aware that practically, as their old ships wear out in India, they are gradually introducing a smaller class of ships, more approaching the American ships, for the whole of the country trade?—I am not aware of that.

1390. Are you aware that the ships that now visit China from India are smaller than they used to be?—I am not aware of that.

1391. Besides the tea which comes from the two provinces which chiefly supply Canton, is there not also tea grown in many other parts of the empire?—I believe it is a product which is dependent very much on soil and climate, and that for that reason it is principally confined to the provinces which have been mentioned.

1392. When





1392. When you tasted the tea at Pekin, did that appear to you to be of the same kind as the tea brought to Canton?—It was generally rather different.

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1393. Do you apprehend that it came from the same provinces?—I have understood that tea is grown in one of the north-western provinces, towards the great wall.

1394. But in no other part of the empire to any great extent?—Not to any great extent.

1395. Not even for home consumption?—To a certain extent; there is a coarse tea grown for the use of the population throughout the empire.

1396. Have you ever had specimens of those teas brought down to Canton?—Yes; I have seen specimens, which I was informed were of that coarse description, and which were of a very inferior character.

1397. You stated that you thought that the tea you tasted at Pekin was different from what you got at Canton; did it appear to you to be of a higher and finer flavour, or otherwise? It did not suit our taste: we thought it generally inferior.

1398. Did you understand what district that came from?—It is thirteen years ago; and if I inquired I have forgotten it.

1399. What do you apprehend to be about the annual consumption of a Chinese family of six persons in tea?—It is an extremely small quantity, on account of the economizing way in which they use it; not nearly so much as is consumed by a middling family in England, because we use it in a more prodigal manner.

1400. Do you apprehend that the population of every part of the empire use tea?—I believe almost universally.

1401. Do you apprehend that the produce of the two provinces which you have mentioned is circulated to every part of the empire?—I should think not, on account of the high duties on transit.

1402. Then a very large part of the population are supplied through the growth of their own neighbourhood?—Of the lower population, of those who cannot afford to pay such a price as arises from distant carriage.

1403. Are the finer teas circulated from the provinces where they are grown to the distant parts of the empire?—I have no doubt that any portion of the population that can *afford* to pay for the best tea, *will* pay for the best, wherever it comes from.

1404. Could you learn whether there was any considerable internal trade in tea carried on?—The mere trade in the transportation of tea, that we give rise to, is very considerable; but I cannot speak very certainly with regard to internal matters connected with China.

1405. You state that you think the tea consumed by the Chinese is proportionably small, from their using the leaves over and over again; do they





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*J. F. Davis, Esq.* 1406. Is it not their habit to be continually drinking it;—They drink a good deal of wine at their convivial meetings, and the tea is only introduced as it is among us, at the end.

1407. Is it not the habit of those who have leisure to be sipping tea at almost all hours of the day?—It is the general beverage of the country; in fact, water slightly tinged with tea I should call it. I speak of the common people. It is used at all hours of the day: there is a vessel which stands in the principal apartment of the house, and which is available to all the inmates.

1408. Do you not apprehend from that, that the consumption of a family must be very considerable, however weak it is, if it is carried on at all times of the day by all the members of it?—I know that the quantity they use is extremely small. Their figurative expression for 'poverty' is 'weak tea and insipid rice,' which means, that they have nothing to add to their rice, and that they cannot afford to drink their tea strong.

1409. Do you know what the success of the tea-plant of the Brazils has been?—An utter failure, I have understood.

1410. In the passage of the embassy from Peking to Canton, do you consider that it passed through all the principal tea countries?—We did not pass through Fokien or Tchekiang.

1411. In those provinces was the culture of tea very universal?—It was extremely partial where we passed; so much so, that it was rather an event in the embassy to come across a tea plantation. The provinces through which we passed are less devoted to the growth of tea than those provinces, Fokien and Tchekiang, through which we did not pass.

1412. Could any trader in the country, in your opinion, obtain tea upon better terms than the Company?—Certainly not; it arises from the pre-election or first choice which the large capital and regular trade of the Company has always hitherto secured them.

1413. You have spoken of the anti-commercial spirit which exists in China; is that the spirit of the government, or of the people?—It is the spirit of the government, founded upon those books which are the basis of their political institutions.

1414. It has been stated to the Committee, that the losses sustained by fire by American merchants at Canton have been made up to the persons suffering; do you know in what manner they were made good, or out of what fund?—If they were made good at all, it was in a very few partial and individual instances, of which I never heard, and at the expense of the Consol. I believe that the whole benevolence of the Chinese government on the occasion evaporated in a few pompous sentences; and I know of many persons who sustained severe loss without any relief.

1415. Could





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1415. Could any European nation, in your opinion, export tea from Canton to Europe at a lower rate of freight than is paid by the East-India Company, or on lower terms generally?—I believe the evidence has gone to show that. I am not aware of the freight paid by the Dutch; but I believe the superior class of shipping employed by the Company entails on them a higher rate of freight.

1416. Are you of opinion that the East-India Company could obtain teas at a cheaper rate, if they paid for them in dollars instead of woollens and other British manufactures, and be thereby enabled to afford a supply of teas in England at a cheaper rate?—Certainly; the Chinese would sell tea cheaper for dollars to us, for the same reason that they do to Americans.

1417. Have the East-India Company imported any furs into China?—Yes, they have.

1418. To what extent?—To a considerable extent, in some seasons.

1419. Have the Americans imported furs?—They have also imported furs.

1420. To a large extent?—To a considerable extent, which will appear in the Report on the table of the Committee.

1421. Is it generally supposed at Canton that tea deteriorates very much in keeping?—I have heard some Chinese say that it is *better* for keeping, if properly stopped up.

1422. Is there any difference in price between fresh and old teas?—The Company pay less for the old teas that they purchase than for the new. I cannot speak so certainly as to Americans. The Company pay less, for this reason, that they are the teas which were rejected as not of contract quality, and therefore, being taken as inferior teas, of course a less price is paid for them.

1423. Is there any considerable quantity of ginseng imported by the Company to Canton?—It is exclusively the produce of some districts in North America, and introduced by the Americans, but held by the Chinese at a very low estimation, compared with what they themselves procure in Tartary, and which is a monopoly of the Emperor.

1424. Is there any ginseng grown in any of the territories belonging to the Company?—I am not aware of it; it is a wild plant.

1425. You stated it as an advantage belonging to the large ships employed by the Company, that none of them have been lost; and you stated that the risk of insurance was as nothing to 400; are you aware whether any of the large ships have been lost by shipwreck and fire during the last ten years?—I confine my assertion to homeward-bound ships.

1426. Do you know any instance where an American ship homeward-bound was lost during that time?—Not to my knowledge.

1427. You have stated that the Company's ships are independent almost of convoy in time of war; did you ever know a fleet leave Canton without a con-





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a convoy in time of war?—My assertion was given comparatively; that if they had been a different class of shipping, they would have required a *larger* convoy.

1428. Are you aware whether it was known at the time Commodore Dance left Canton that war had been declared, or not?—I have heard there was a small frigate with them; but it occurred before I entered the service.

1429. Are you aware that there was an officer of the navy on board Commodore Dance's ship at the time that action took place, and that he was supposed to have contributed so much to the defence that the India Company made him a present of £500 and a sword?—He could not have contributed to it by supplying the guns and the men with which the ships were provided; he might have contributed merely by his advice, in directing those capabilities which the ships already possessed; but I am not aware as to the fact referred to.

1430. Are you aware what number of hands navigate a Company's ship for every 100 tons, and what number navigate, in ordinary circumstances, a ship of 400 or 500 tons?—I believe it is in some general proportion of ten men to every 100 tons; and I have heard that assumed generally as the proportion in all shipping.

1431. Are you aware that four men to 100 tons is the average complement for the American ships and the ships in the private trade?—I am not aware of that.

1432. You stated in your former evidence that the tea-plant took two or three years to produce, and that in the mean time tea would be very scarce?—I stated that the circumstance of the tea-plant requiring a certain time to come to maturity, was a circumstance which made it highly desirable that the annual demand for teas should be generally pretty uniform.

1433. Can you inform the Committee whether the practice of taking off buds and leaves from the plant brings on a premature destruction of the plant?—I am not aware of that. It is done probably at times and seasons which are calculated to obviate such an effect.

1434. You were understood to state, that in consequence of the tea-plant taking a certain number of years to produce, it required a peculiar sort of demand, and that the supply would not be produced unless the regular demand were continued?—I meant to state to this effect, that tea is a product which could not be grown in exact accordance to a fluctuating annual demand, because it cannot be produced like a crop of wheat, for instance; and that, therefore, in order to keep up the average quality of the produce, it was desirable that the demand should be as little fluctuating from year to year as possible.

1435. Are you aware that coffee and pepper, which take three or four years to produce, have come down in price under the varying demand which





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which has taken place?—I know nothing about the produce of these articles.

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1436. You have stated that the last consignment of woollens is expected to yield a profit; is that the consignment of the year 1827-8, or 1828-9?—It is the consignment of the year 1828-9. *J. F. Davis, Esq.*

1437. To what circumstance do you consider it owing that this consignment will yield a profit, whereas for the last few years you have represented the woollen trade as a losing concern?—It will arise from the very great fall in the invoice cost.

1438. Has there been any rise of price or any increased demand in China for woollens?—None to my knowledge; rather the reverse.

1439. At what period do you consider that the woollen trade began to be a losing concern to the Company?—It was in some measure since the American competition.

1440. It appears by the papers laid before the House, that in 1809, and up to 1813 and 1814, the export of woollens amounted to 260,000 pieces; that in the year 1815 they had fallen to 161,000 pieces; and that in 1827 they amounted only to 123,000 pieces; will you explain what you consider to have been the cause of that decline?—The Company before endured a greater loss, and a loss which they did not feel justified in continuing to endure.

1441. Do you imagine that when the Americans entered into the woollen trade, and as you say, drove the Company from the trade by their competition, that they sustained a loss?—I understand that they made use of the woollens merely as a remittance from Liverpool; that *direct* from America they preferred taking *dollars*. I have understood, that from the circumstance of the American ports being to the leeward of the trade wind, a ship is as long going direct from America as by touching first at Liverpool; and accordingly they found it convenient, being at Liverpool, to take woollens (though they might lose by them to a certain extent) as a remittance.

1442. Do you conceive that the Americans did lose by the export of woollens to China?—I have heard that they have lost on particular articles of woollens. I believe the American importation of woollens into Canton has never reached *one-fourth* of the Company's importation. I was asked in my last evidence whether, if it could be proved that the Americans made twenty or thirty per cent. on some articles of importation on which the Company lost, it did not go to show that they had some superior mode of introducing the goods: now, I believe, that they have not generally made any such profits; and I should say, that it is contradicted by the fact of their not having increased their importations. If they had made twenty or thirty per cent., they would have increased their importations; and I infer, from their not having increased them, that those large profits were made only in a very few individual instances, and that where they *were* made, it was by evading the port charges.

1443. Did





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1443. Did you never hear that the losses on the American trade were confined almost entirely to the return voyages to America?—Yes; because the proportion of specie which the Americans have introduced at Canton has been overwhelming when compared with the amount of their woollen importations; in the proportion of five or six to one.

1444. The question refers to the trade carried on by Americans from Liverpool to Canton, and back to America; did you never hear that the losses incurred upon those voyages fell almost entirely upon the return cargo?—I cannot speak to that.

1445. Can you state the amount of the Company's investment in woollens, which you say is now profitable?—The returns show it to be about £800,000.

1446. Do you consider that, at the present prices of woollens in England, the importation of woollens into China is likely to be profitable?—I understand that the last importation of the Company will yield a profit *upon the whole*, in consequence of the invoice price being lower in England.

1447. Are you aware whether there has been, recently, any increased demand in China for cotton-yarns?—I am not aware of it. My experience goes to prove the importation of cotton-yarn to have been unsuccessful; but I have not been in China since the latter end of 1828.

1448. Have you seen an article in the Canton Register of the 3d December 1828, stating that there has been a great rise in the demand for cotton-yarns, and particularly from a new quarter, from the northern provinces of China?—I do not remember having seen that.

1449. Should you consider that the Canton Register is authority upon these commercial subjects?—To a certain extent it is.

1450. Is it as good an authority as price-currents generally are?—Possibly it may be.

1451. You stated that one of the great objections to the consumption of woollen goods in China was, the distance and the expense of transit?—Their being suited to the consumption of the northern provinces to which we have no access.

1452. Can you state the mode in which the woollens of Saxony are introduced into China?—I have heard of some small quantity of *British* woollens being imported through Russia, but I am not sure of it.

1453. Have you heard that a large quantity of Saxony woollens are imported through Russia?—No, I am not aware of that.

1454. If that should prove to be the fact, is not the transit by that mode infinitely more expensive, and longer in point of duration, than any internal transporting which can interfere, on the ground of expense, with the consumption of British woollens imported into Canton?—The demand must be greater in the cold provinces for such commodities.

1455. Taking





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1455. Taking the place of consumption to be the northern and the colder provinces of the empire, is not the transport from Russia overland infinitely more expensive and more distant than the mode of communication which we have by Canton?—No; I am not aware of there being those heavy transit duties levied in that direction that are levied through the provinces of China.

1456. Do you conceive that the transit duty from Canton to the northern provinces would be sufficient to counterbalance the whole waste of time, and the expense of land-carriage across the continent of Asia?—I think it possible; but the whole question is speculative, and cannot easily be brought to a calculation.

1457. There is a letter of the supercargoes, referred to in the Report of the Committee in 1821, in which they state that the American trade in woollens was interfering very much with the Company's trade: has it of late years interfered much?—I believe that they have interfered more or less; but the American trade in woollens has not increased lately.

1458. Do you believe it has made the trade of the Company more losing?—It entailed a fall in the price of our woollens, and its depressing effect must have continued.

1459. You state that the quantity of woollens imported by Americans has not increased; have you any knowledge on that subject?—My knowledge is partly derived from the printed report, and from the latest return of the trade at Canton, which makes the whole exports and the whole imports, each of them, only about 6,500,000 dollars.

1460. You took your information, then, from the papers which have been laid before Parliament?—And from papers which I obtained from the India-House—the latest return from Canton.

1461. Do you know the quantity of hardware imported into Canton by the Company?—They made an attempt, some years ago, to introduce cutlery and hardware; but the articles were unsuited to Chinese use: they did not know what to do with them.

1462. With respect to iron, cast and wrought, is there much importation of that into China?—We send about 1,800 tons of iron per annum.

1463. Is that a profitable investment?—Yes; it generally yields a small profit: there is a duty charged by the Chinese of about 5s. 10d. a cwt. on iron.

1464. Is there any demand for quicksilver?—A very limited demand. I believe it is partly introduced by the officers of the Company's ships.

1465. Did not the Austrians endeavour to establish a trade with China?—I have not seen an Austrian ship there, I believe, since my residence in the country.

1466. In your former examination you stated that the country trade had derived very important advantage and assistance from the Company's Factory,  
Y inasmuch





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inasmuch as when there was an attack made by the Chinese upon the privileges and trade of foreigners generally, in the year 1814, the Company then made a stand, by which they gained advantages which necessarily extended to the country trade; are not you aware that the merchants of India, on that occasion, remonstrated with the East-India Company, and claimed indemnity for the heavy losses which they had sustained by the interference of the Select Committee with their trade upon that occasion?—The Company lost too; but they considered that the objects which they were contending for were more than a counterbalance for the temporary inconvenience. I am aware that the country ships suffered by the detention; and I am aware, also, that the Bombay merchants applied to the Government in England for redress, and that their application was rejected.

1467. Do the Americans who trade to Canton carry on a large share of their business with the outside merchants?—They do, a considerable portion.

1468. Do they do more than the private merchants trading from the continent of India?—I believe they do; for this reason, that their trade is directed to articles of commerce which are better suited to the outside dealers, such as silk piece-goods, which are very much a trade of detail, as to patterns, &c.

1469. Are there among the outside dealers men of capital, character, and credit?—They are so little to be trusted, that I know numbers of individuals who have suffered most severely by their transactions with them.

1470. Supposing an outside merchant is indebted either to an American or an English merchant, could he get redress by any judicial proceeding against any outside merchant who has thus become his debtor?—The Chinese government warn all foreigners to beware of dealing with those men, because it will not guarantee their losses. This appears from the proclamation already read.

1471. Would they acknowledge a suit or an application made to the Chinese government to enforce payment against an outside merchant?—They would expressly disavow it, and deny all remedy, stating, at the same time, that the foreigner must bear the consequences of his own dealings.

1472. Would not the Chinese government consider the Hong merchants who secured the ship as responsible for the loss?—I do not know what they might do at present; but during the whole of my residence in the country it has been very much the other way. The government certainly would not give security to any transactions with the outside people. The Hong merchants are security for the *duties*, but not for the *debts* of the outside dealers.

WILLIAM CARTWRIGHT, Esq. called in, and examined.

W. Cartwright,  
Esq.

1473. Have you resided at Buenos Ayres as a merchant?—I have, for nearly eleven years.

1474. Are you acquainted generally with the trade of the Southern States of America?—I am.

1475. Is





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1475. Is there any trade carried on from those States direct to China?—  
Yes.

1476. In what does the trade consist?—It consists in taking out specie from those States, and bringing back the produce of China, consisting of a variety of articles, tea, nankeens, silk, satins, furniture of various sorts, fans, and a variety of fancy articles.

1477. In what bottoms is this trade carried on?—Almost universally in American bottoms.

1478. Has it been a profitable trade?—I have understood so.

1479. When did the trade commence?—It has only been carried on occasionally as opportunities have offered : perhaps not during the whole of the time that I resided there ; but I know it was carried on from Buenos Ayres in the years 1822, 1823, and I believe 1824.

1480. Is it generally a circuitous trade ; that is, a trade beginning in the United States with a cargo to some of the ports in South America, and from those ports to China?—No ; the trade has usually commenced at Buenos Ayres by American vessels being chartered in Buenos Ayres, from thence they proceeded to the west coast (generally Valparaiso and Lima), where they had to take in dollars (dollars being there more abundant than they are in Buenos Ayres), and from thence across the Pacific to Canton, and returning by the Cape of Good Hope to Buenos Ayres. There is likewise, I believe, a trade between the west coast direct to Canton carried on under the American flag.

1481. Is there any trade carried on from the north-west coast under the American flag?—I have understood there was in skins and furs.

1482. Is there any considerable consumption of tea in those new states?—The consumption of tea has materially increased of late years in those countries, in consequence of the tea which has been usually consumed there by the natives of those countries being from Paraguay, and there not being able to procure it now in sufficient quantity. Some political disputes having arisen between the government of Paraguay and the other states of South America, they have not been able to receive their usual supply of that article, in consequence of which the consumption of China tea there has increased, and is likely to increase still further, in my opinion.

1483. Is the Committee to understand that the supply of tea for the consumption of those states was derived from the province of Paraguay before the interruption of the intercourse?—Yes ; the natives of those countries have usually consumed the tea of Paraguay.

1484. Is that the same plant as the tea of China?—No, quite a different plant.

1485. Is the tea of China preferred to the tea of Paraguay, or is it of necessity that they have recourse to this substitute?—I should think more from necessity than choice ; but having acquired of late years a habit of drinking

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*W. Cartwright,  
Esq.*





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W. Cartwright,  
Esq.

drinking the China tea, I think the people have become latterly more fond of it than they were before; and from that circumstance I infer, that even if the prohibition were taken off the Paraguay tea, there would still be a considerable consumption of China tea, from their having acquired a habit of drinking it now for some years.

1486. Is the consumption of silk goods from China considerable?—It is.

1487. Is the Paraguay tea known in Chili and Peru as well as in Buenos Ayres?—It is.

1488. Is the tea of China now equally substituted there?—I imagine it is; I have not been in those countries, but we have had commercial establishments there, and I have understood that the consumption of China tea throughout all those countries is increasing.

1489. From your commercial experience and knowledge, do you think that, as those states become settled and prosperous, there will be a considerable trade between them and China?—I think there will.

1490. What is the voyage from Valparaiso to Canton?—I should suppose the voyage may be considered from two to three months across the Pacific: two months perhaps. I know that vessels have gone that voyage from Buenos Ayres round to Chili and Lima, and to Canton, and return to Buenos Ayres within the twelve months, making the voyage round the world.

1491. Then the trade, in your opinion, to whatever extent it may be carried on, will be principally an export trade from China, and in all the articles that those countries may want in that part of the world?—Yes. I should wish to observe, that at the present time the great consumption of goods from China does not consist in tea, but in silks, satins, and a variety of articles manufactured in that country; but that tea is an article of consumption that is likely to increase.

1492. Were you interested in any of the adventures to which you have referred?—I was, in one instance.

1493. Were these adventures profitable?—I have understood they were, and that they would have been more so, but very high freights were paid.

1494. In what years were the freights so high?—The year that I allude to was that of 1822.

1495. What circumstances occasioned the freight being so high?—A very few of the American vessels that come out to that country have instructions from their owners to take charters for China, and of course the number of vessels that offer for that trade is very few.

1496. Do you recollect what the rate of freight was?—It was as high, I believe, as from £20 to £22 a ton register for the voyage out and home, going round by Valparaiso and Lima.

1497. Is copper an article of export from the southern states of America to China?—It is exported from Chili; and I believe it finds its way to China.

1498. Cannot





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1498. Cannot those states be supplied with all articles that they may require of China produce or manufacture cheaper from China than from any other part of the world, on account of their local situation?—I think they may; those articles costing less in China than they do in other parts of the world.

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Esq.

1499. Would they not come cheaper in a direct voyage from China to those states than by any other course?—Decidedly.

1500. Do you suppose that British ships would have been employed in this trade if it had been lawful for them to engage in it?—I have no doubt of it; inasmuch as the trade has been chiefly carried on on British account and with British capital.

1501. Do you apprehend there is a risk of this trade getting into American channels, so far as the shipping is concerned, in consequence of the impossibility of British bottoms being employed in it?—Certainly; that has hitherto been, and I have no doubt will continue so, as long as British ships are prohibited. Those persons who carry on the trade will, in such case, have recourse to American or foreign vessels.

1502. Have you ever known any furs collected on the south-west of America by British merchants, which have been brought to this country, to be sent from this country to China?—No such trade has ever come under my experience, though I think it a very likely one to have been carried on.

1503. Is there any tea brought from Paraguay to the states you have mentioned?—It is not altogether interrupted: occasionally licenses are obtained from the director of that country. They bring this article down the river to Buenos Ayres; but it happens rarely, and the price is very high.

1504. Do you consider that the increase which has taken place in the consumption of tea is entirely in the China tea?—At present it is.

1505. How many adventures had you to China?—I had only one.

1506. In what year?—In the year 1822, to the best of my recollection.

1507. Then you did not think it desirable to embark in any other adventure of that kind?—I left the country a few years afterwards, and no other eligible opportunity had occurred to embark in a similar adventure, or in all probability I should.

1508. But you have been eleven years there, and that was the only adventure you did embark in?—The only one.

1509. Was it profitable?—It was not a very profitable one, in consequence of the very high freight that was paid; still it left a very fair profit.

1510. What do you call a fair profit?—I think, if I recollect right, the profit was from 10 to 15 per cent. upon the capital invested.

1511. What was the extent of the adventure?—It was a joint adventure amongst a great number of British merchants there; and I think the amount invested was from 100,000 to 150,000 dollars.

1512. You





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W. Cartwright,  
Esq.

1512. You have stated that there was very little tea in the return cargo?  
—Yes.

1513. Were the other articles chiefly furniture and satins?—If necessary I can state the exact amount, or nearly so, of the different articles that came back in the vessel that I allude to.

1514. When did you leave Buenos Ayres?—In the year 1826.

1515. Then you did not embark in any adventure after that?—I did not.

1516. Nor before?—Nor before.

1517. Did you know of any other adventure to China?—Yes, there were three or four in that very year and the subsequent one.

1518. Have there been any since that time at all?—I think there have been others, but I am not certain.

1519. Can you state any?—No; I know that several vessels sailed after the one in which I was concerned in 1822.

1520. Can you tell how lately any vessels sailed?—I cannot.

1521. Have there been any for these last four years?—I cannot tell, indeed; but I can say, that subsequently to the time at which I was engaged in it, other vessels were sent on the same voyage, but which I did not embark in.

1522. In 1826 you left Buenos Ayres, and you know nothing of the trade since that time?—Except from constant intercourse, having a commercial house there still.

1523. Can you inform the Committee how many ships sailed from Buenos Ayres to China during the eleven years you were resident there?—I cannot. In the year 1822, and I believe the subsequent year, I know of four vessels having gone.

1524. Did you know of any vessels going before 1822?—Certainly; but I was not interested in any of them, and did not take any particular account of them.

1525. Do you know how many went from Valparaiso or from Lima?—No.

1526. Then your evidence only relates to the trade between Buenos Ayres and China?—It only relates to the trade between Buenos Ayres and China; except that, from my intercourse with the other countries (having commercial houses both in Valparaiso and Lima), I am so far acquainted with the trade of those places, and I know that there is an increasing consumption of China produce in the whole of those countries.

1527. Have you any objections to state why, if you found those adventures profitable, you engaged in no others?—It was not at all in our way of business to enter into adventures of that kind; our commercial pursuits are of a different nature.

1528. Are you engaged in trade now?—Yes.

1529. Where





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*W. Cartwright,  
Esq.*

1529. Where do you reside?—In Liverpool.

1530. Would not the produce of Buenos Ayres, for instance, hides and tallow, become a profitable investment to China?—I am not aware that it has ever been tried.

1531. Can you state at what rate of freight you could get a British ship to go from Buenos Ayres to China and back again, if it were a legal voyage?—I can only state, that the produce of that country was shipping in British vessels on the voyage to England at the rate of about £4 to £5 a ton, and the outward freight might be estimated at perhaps £2. 10s. to £3 a ton; and the outward and homeward voyage together would take about nine or ten months.

1532. And the voyage you have mentioned was done within the twelve months, for which £20 to £22 per ton was paid?—That was, I believe, the general rate of freight; but I cannot recollect at what rate the vessel was chartered in which I was interested.

1533. Do you recollect the size of the ship that was chartered?—I think she was a vessel from 350 to 400 tons.

1534. Have you exported any Paraguay tea to Buenos Ayres?—Never.

1535. Do you know the price at which it was sold per pound at Buenos Ayres?—When the article was plentiful in Buenos Ayres, it generally sold (to reduce it to sterling) from 7*d.* to 9*d.* a pound.

1536. Was it drunk by the merchants at all, or only by the lower classes?—Not much by the Europeans, but generally by all classes of the natives of the country, as well as by the Spaniards who have long resided there.

1537. How is that price as compared with the price of China tea?—I cannot state the exact price, but I think the black tea was usually sold in Buenos Ayres from 2*s.* to 2*s.* 6*d.* per pound, and the green tea from 3*s.* to 3*s.* 6*d.* or 4*s.*

1538. What is the duty?—The duty was then twenty per cent. ad valorem.

1539. Did any of those ships trade with the Eastern Archipelago?—None that I am aware of.

1540. Can you state whether that has been a profitable trade since 1822 or not?—I have no means of answering that question.

1541. Have you no means of stating up to the time you left the country in 1826?—The only means I have of judging is from persons having pursued the trade after the period I have mentioned. I should suppose, if it had not been profitable, it would have been abandoned.

1542. You stated that the rate of freight was from £20 to £22 a ton, did the freighter pay the port charges at Canton, or the owner of the ship?—The owner of the ship.

1543. Do





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W. Cartwright,  
Esq.

1543. Do you consider the tea imported to Buenos Ayres from China to be as good as the tea consumed in this country?—Quite as good.

1544. Do the vessels which go to Valparaiso and Canton stop at the Philippine islands?—I think not. I have heard of their calling on their way at the Sandwich Islands.

1545. What do you suppose could have been the freight from Buenos Ayres to Canton and back, supposing the freighter to have paid the port charges at Canton?—I cannot precisely state what a British vessel might have been procured at for that voyage; and I am not acquainted exactly with the amount of port charges at Canton.

1546. What do you suppose would be the rate of freight for a British ship, according to the present general rate of freight, for a voyage from Buenos Ayres to Canton and back, supposing the freighter paid the port charges?—I should think that a vessel for that voyage might, at the present time, be chartered at the rate of from £8 to £10 per ton register for the round, and perhaps less.

1547. You are a considerable ship-owner?—I am interested in several.

1548. Is there much difference between the rate of freight now and what it was in 1822?—Judging from the freights we obtain from South America, there is little difference.

1549. Do you think the £8 a ton would remunerate the ship-owner?—I am not prepared to say that; I think that vessels might be engaged at about that rate.

1550. Do you consider that £8 to £10 would be a fair rate at the present time?—Yes, according to the current rates to other parts.

1551. Do you know whether any other country, except the Americans, are engaged in the trade from the Pacific to China?—Several of the natives of Buenos Ayres are engaged in that trade.

1552. Do you know whether any other bottoms are engaged in it; the Dutch, for instance?—I do not know; I dare say there may be Dutch vessels engaged in that trade.

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*Martis, 2<sup>o</sup> die Martii, 1830.*

Captain ABEL COFFIN called in, and examined.

2 March 1830.

Captain A. Coffin.

1553. You are a citizen of the United States?—I am.

1554. In what part of the United States?—Newbury Port, a town of Massachusetts.

1555. Have





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1555. Have you commanded a ship in the China trade?—I have, three voyages.

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1556. From what port did you sail?—Boston.

*Captain A. Coffin.*

1557. In what years did you perform those voyages?—1822, 1823, and 1824.

1558. What cargoes did you take to China?—Specie and some trifling cargoes of casks of furs, but nothing on account of the owners except specie.

1559. What quantity of bullion did you take out?—In 1822 I had 172,000 Spanish dollars; in the year 1823, I had 200,000; and in 1824, 165,000 dollars. At the time I had the 200,000 dollars it was not to be all invested in my ship; between 30,000 and 40,000 was to pay a debt that the owner had contracted on a previous voyage.

1560. What cargoes did you bring from Canton?—Teas, or manufactured goods, silk goods, cassia, and nankeen.

1561. Were the teas black and green?—An assorted cargo; about two-thirds were black.

1562. Do the Americans experience any difficulty in carrying on the Chinese trade?—None, that I have known.

1563. Did you ever experience any yourself?—Not any.

1564. Had you any supercargo?—The first voyage I had one; the two last I had neither supercargo nor clerk.

1565. What was the name of the ship?—The Liverpool Packet.

1566. And what was its burthen?—397 tons, American tonnage.

1567. Is that different from the British?—There is some trifling difference, but very little; I think it would differ about five or six tons from English tonnage, in a ship of that size.

1568. Is it larger or smaller than the British?—I think it is smaller than the British.

1569. Will you have the goodness to give the Committee an account of the way in which you proceeded in conducting your transactions at Canton?—On the arrival of the ship at Whampoa the factor generally proceeds to Canton, there he calls upon the Hong merchants, or frequently the Hong merchants send their pursers to wait upon him on his arrival.

1570. Do they send down to the ship?—Not down to the ship, but to his place of business. He will then make an arrangement with one of the Hong merchants to secure his ship; and generally we agree to trade with that Hong merchant, admitting that he will trade with us on as good terms as we can trade with any other merchants in general; but we buy one-third or one-half of our cargo of him, and sometimes the whole.

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1571. But





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*Captain A. Coffin.*

1571. But you do not give more for teas you purchase of him than you give to others?—Not in any way; we give him no further advantage than a preference of trade, if we can trade equally well with him.

1572. Do you give him any fee or douceur to become security for the ship?—Not any.

1573. Are there considerable facilities in the port of Canton for transacting business?—There are more so than in any port I have ever been in India.

1574. Can you give the Committee any instance to prove that facility at the time you arrived there?—I arrived at Whampoa, on one voyage, when I was both master and supercargo of the ship; and I laid at Whampoa then fifteen days, and loaded there and sailed in that time.

1575. Did you trade from China to America, and from America to Europe?—From America to China, from China to America, and from America to Amsterdam.

1576. Can you give the Committee an account of any voyage you have performed?—I have here an extract of an American newspaper, giving an account of one of my voyages: it is headed “Dispatch.—The ship Liverpool Packet, Captain Coffin, sailed from Boston on the 21st of July 1824, for Canton, arrived there, changed her cargo, and returned to Boston in eight months and twenty-nine days; afterwards sailed for Amsterdam, and performed the voyage there and back to Boston in seventy days, changing cargo: thus having completed two long and important voyages in eleven months and sixteen days.”

1577. Is that an accurate account of the voyage you performed?—It is one day longer than the voyage was. I was eight months and twenty-eight days, instead of twenty-nine days; that is, the whole time from the time I left Boston to the time I returned to Boston again.

1578. Did you unload entirely at Boston, or only in part?—I merely discharged my silk goods and some teas that answered for the Boston market, and brought on the remainder to Amsterdam.

1579. Did you load at Amsterdam?—I returned in ballast.

—1580. Have you had any dealings with the outside merchants?—I have. I have generally bought the greater part of my silk goods, and frequently considerable quantities of tea to complete my cargo, of the outside merchants. Generally an outside merchant has some Hong merchant as his friend; goods are obliged to be shipped through one of the Hong merchants. They are bought of the outside merchant, and the probability is, that the outside merchant pays the Hong merchant some trifling compensation for shipping his goods.

1581. Do you find any difficulty in dealing with the outside merchants?—I never have myself; but I have heard others say there is not that security in





in trading with them. You are more liable to be imposed upon, which is not the case with the Hong merchants. 2 March 1830.

1582. What security have you of there being no imposition on the part of the Hong merchants?—Only their own. *Captain A. Coffin.*

1583. Can you mention any instances?—On one voyage I had five chests of tea which proved to be filled up with sawdust and brickdust. It was the time of the great fire at Canton, and it was some of the old remains of the fire; they weighed about equal weight with a chest of tea. When I went back I took it back, and took it to the Hong merchant, Puankhequa; and after sending his purser to see that it was his mark, he immediately, without saying any thing further, sent me ten chests. He gave me to understand, that it was not intentional on his part. I have no doubt that it was done on board the chop-boats. The people I purchased my goods of are accountable for the goods till they get alongside the ship. We buy the goods deliverable on board.

1584. What is the amount of a chop of tea?—Of black tea, generally about 400 to 600 chests. It is a quantity of tea grown on one piece of ground by one man; and of black teas it generally consists, sometimes it exceeds, 600 chests, and the green about 400 chests.

1585. Was the tea returned to you by Puankhequa of as good a quality as that which he had engaged to deliver before?—It was.

1586. Do you generally find that you can trust as much to the Hong merchants in their dealings with you as you can to merchants residing in other parts of the world?—I should think we might, full as much.

1587. Can you mention the prices that you paid for tea in any given year?—In 1822, the first voyage that I was there, from 22 to 23 tales per pekul were paid for the souchong. It amounts to the same thing as cents per pound; cents are  $\frac{1}{100}$  of Spanish dollars: 22 tales would be about 22½ cents.

1588. What did you pay for the other descriptions of tea?—Bohea was, to the best of my recollection, 12 cents per pound; about 12 tales per pekul; congo was about 21 to 22; young hyson was 36; hyson was the same price; hyson-skin was 25.

1589. What do you mean by young hyson?—Young hyson tea, I believe, is the young leaf off the old hyson.

1590. Were those all fresh teas?—All fresh teas.

1591. What did you pay for gunpowder tea and for imperial tea?—Gunpowder, 50 to 55, and for imperial about the same price.

1592. Was the price of green tea higher in the year 1823 than it had been before?—It was.

1593. Had you any difficulty in that year in completing your cargo of green tea?—In 1823 I had, in obtaining as much young hyson as I wished.





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*Captain A. Coffin.*

1594. Could you, in the year 1824, obtain the young hyson that you required?—Not all; but it was more plentiful than it had been. I was late in the year 1824, being one of the late ships that went against the monsoon.

1595. What difference in the price did the scarcity of young hyson, in the year 1823, make in the article?—It made a difference of between 36 and 42 tales per pekul.

1596. What was the price of the young hyson in the year 1824?—In the year 1824 I paid from 45 to 48 for young hyson.

1597. Have you ever seen a printed price-current at Canton?—I have; but I believe they have been sent out printed from Europe or America in blank; they were filled up at Canton.

1598. Is that a common practice?—That is the common practice.

1599. Is there, in your judgment, any difference between the quality of the teas purchased by the East-India Company and those purchased by the Americans?—I should think there was a difference from 5 to 10 per cent. in favour of the teas purchased by the East-India Company.

1600. Does that apply both to black and green?—To the green teas I think it does not apply. Our green teas are equally as good as those imported by the Company. Souchong and congo I have myself bought there after it has been marked to go on board Company's ships, and paid a little higher for it.

1601. How do you contrive to get those chests?—The Hong put other printed papers over them.

1602. Were they intended for the Company's ships?—I believe they were; but the merchants wanting ready money, sold them.

1603. Do you remember what you have paid for the tea so purchased?—I think it was 24 tales; that was in the year that I was paying 21 for the teas that we usually take to America.

1604. Do you imagine that was part of the tea for which the Company had contracted?—I have no doubt that it was tea that was to go on board the Company's ships. I believe that the Hong merchant intended it; but wanting some ready money, he got it in this manner.

1605. Was it your general practice to pay ready money for the teas you purchased?—Generally. I have had credit in China when I have not had funds enough to load the ship.

1606. On which voyage was that?—The first and last voyage.

1607. From whom did you have it?—From Chunqua, one of the Hong merchants.

1608. What security did you give him?—I gave him my bill, payable at twelve months or on my return.

1609. Did you refer to the American consul there?—No other security than my own.

1610. Were





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*Captain A. Coffin.*

1610. Were you a perfect stranger to him?—So far a stranger, that I had only been acquainted with him on my first voyage there; but he considered, from my being in command of the vessel and having the management of the business, being concerned with the supercargo, that I must be a respectable person, and of course he required no other security. The merchant I sailed for had frequently had large credits.

1611. Then it is not an uncommon practice in Canton to give credit where the money for the payment of the goods is not immediately forthcoming?—No; between thirty and forty thousand dollars which I took out on one voyage, was to pay for a previous credit which the owner had had.

1612. Have you found equal facility in other parts of India?—I never have.

1613. What interest did you pay?—Eight per cent. per annum.

1614. At what time do the tea merchants usually arrive at Canton?—From November to December.

1615. Did you ever purchase teas of an old season?—I did.

1616. What is the difference in the price at Canton between the old and the new teas?—About four or five taels.

1617. Is that the case in all descriptions of teas?—In green teas I do not think it is so much: we consider that the black teas injure by keeping.

1618. What difference is there in the American market between the old and new teas?—Perhaps two to three cents per pound.

1619. When you say four taels, do you mean in the bohea tea or in the congo tea?—In the congo tea; not so much in the bohea tea. I never bought any old bohea.

1620. How were the three cargoes of tea which you bought disposed of?—Part of it was disposed of in America, but the greater part went to Holland.

1621. Can you tell what the teas sold for in Holland?—I think at 21 stivers. The last voyage not having any thing to do with the business myself in Holland, being consigned there, having some shares in the voyage myself, I was furnished with account of sales; but, to the best of my recollection, about 21 stivers for the Dutch pound.

1622. For what description of teas?—For the congo.

1623. Of the teas you purchased, was part of it from the Hong and part of it from the outside merchants?—It was.

1624. Are you able to state how the teas purchased from those two parties turned out?—I think that the tea was fully as good that I purchased of the outside merchants as that of the Hong. The outside merchant that I purchased it from had been established for many years, though within two years he has died; his name was Yoqua.

1625. What





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*Captain A. Coffin.*

1625. What is the difference between the Dutch pound and the English pound?— $112\frac{2}{3}$  English, I think, makes 110 pounds Dutch.

1626. Can you state the price in Holland of any other description of tea besides congo?—I cannot.

1627. Is there any difference in the duties on American and on national ships in importing teas into Holland?—There is considerable.

1628. Can you state what it is?—I do not know the difference exactly; but I was told by the merchants that the circumstance of mine being an American ship made a difference of something like 28,000 guilders on the whole cargo; that is, about £2,200.

1629. Do the American ships perform their voyages cheaper than Dutch ships?—I think they do; they are more expeditious, and they also sail with fewer men. In the ship that I commanded I had twelve seamen, making altogether seventeen, and sometimes having a boy, making eighteen people, myself included.

1630. What would a Dutch ship of that size have?—Probably twenty-five.

1631. What was the size of the ship?—About 400 tons.

1632. Can you state what was the whole cargo of the ship on which that additional expence was incurred?—The investment in China was about 170,000 dollars.

1633. Would an American ship, nominally of 400 tons, carry more or less cargo than a Dutch ship of 400 tons?—The Dutch ships are rated by the last; but when I compare them with the American ships, I speak of a ship that would bring the same quantity.

1634. Is not there a different mode of measuring the tonnage in American ships from the British?—I believe there is; we take half the breadth of beam for the depth of hold, the length of keel multiplied by the depth, divided by 95.

1635. Do you know the English way?—I do not know exactly the English way of measuring.

1636. Is not the American ton reckoned forty cubic feet?—It is.

1637. Do you know whether the English is reckoned the same?—I do not know.

1638. Is not a last about two tons?—I believe it is.

1639. You stated that the value of your investment in China was about 170,000 dollars; do you know what its value in Holland was?—I cannot tell exactly.

1640. Did the charges depend on the value of the cargo in the ship, or on the ship itself?—Principally on the cargo.

1641. You have stated that on board your ships you have had twelve seamen, and altogether a crew of about eighteen persons including yourself; is that





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that to be considered the average number of the trade of Boston at the same time?—Yes, I think the average number of all American ships, the Philadelphia ships excepted: they generally have a few more, owing to having a number of apprentices. 2 March 1830.  
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1642. Is any additional risk considered to be run by having so small a number, or what is the rate of insurance upon the American ships in the Chinese trade?—About four per cent. upon the whole voyage out and home, insured in America.

1643. Are you generally acquainted with the trade of Boston and Salem?—Yes.

1644. Was that the insurance when you went there, or is it the same now?—That was the insurance when I went, and it is about that now; it does not exceed 4½.

1645. You mean upon a voyage to Canton, out and home again?—Yes, not including the risk to Holland.

1646. Can you state the average number of vessels that have been employed in the East-India trade for the last seven years from Boston and Salem?—In 1823 there were forty-two American ships during that year in Canton. Altogether the trade has fallen off considerably now: I think for the last two or three years there have not been so many; there have not been more than half that number.

1647. Can you state for the last fourteen or fifteen years, what have been the number of Boston ships lost in the China trade, either in the outward or homeward-bound voyage?—I do not remember but one Boston ship being lost: that is between fourteen and fifteen years. Rapid is the name of the ship; she was commanded by Captain Dawe: she was cast away on New Holland, going an eastern passage.

1648. Have there been any homeward-bound ships lost?—There was a Philadelphia ship in March 1824, called the Columbia, lost at the east end of Banca.

1649. Have you not made several voyages to India as well as to China?—I have, twelve within the last thirteen years.

1650. Can you state what has been the average length of these voyages?—About ten months out and home. The longest passage I ever had to Java, which we take the passage from, either to Europe or America, was ninety-six days; and two years ago I came from Angier, which is the starting-point in Java, in eighty-one days, with a sugar-loaded ship.

1651. Have those voyages that you speak of all been carried on with the same number of men that you have already mentioned, in proportion to the tonnage?—The same number.

1652. Are the American ships, as compared with the British-built ships built more for the purpose of speed and use than for that of carrying bulk?—Our modern-built vessels, I think, are all about the same; they carry  
equally





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equally as well as the British vessels: but the ship that I commanded to China was a ship built some years; she would not carry quite so well, but sailed much faster.

1653. What has been the alteration that has taken place in your modern-built ships?—They have made them longer, deeper, and not so wide.

1654. In what mode do you take the measurement of the tonnage of your ships?—From the length half the breadth of beam is taken; by the depth of the whole multiplied by the length, and divided by 95.

1655. With what object is it that that mode of taking the measurement has been determined upon?—I cannot say.

1656. Is the nominal tonnage of a ship built in one of those modes greater in proportion to its real capacity than that of one built in the other; and will you explain the mode in which the difference is produced?—It is different, owing to the ships being much narrower, having more length and greater depth in the hold: a vessel of that description, a vessel of 28 feet beam, and 100 feet long, would not carry nearly so much as a vessel of 26 feet beam, and adding greatly to the length and depth, which does not increase the tonnage in the same ratio.

1657. What reason have the Americans for employing smaller ships rather than those larger ships which are generally employed by the East-India Company?—I believe they think them more expeditious generally in performing the voyage; and the cargo frequently in America is owned by a merchant, and he prefers having his goods go in his own ship, in preference to having a very large ship and getting some other persons to fill her up.

1658. Is there any tonnage duty paid in America on the registers?—There is: it is small, but I cannot tell the exact amount.

1659. Do not American vessels sail with fewer men than the English vessels do?—I think we do.

1660. What is the proportion between the crew of an American vessel and that of a British vessel?—I should think a British vessel of 400 tons would have five to seven more than an American vessel of 400 tons.

1661. Then, of course, having fewer men, you have more room for cargo than the English or Dutch ships have?—Yes.

1662. Do you accommodate your crew as well as the English vessels do?—I think we do better.

1663. Do you allow them the same space?—I think we do. Perhaps the Company's ships have better, because they have the accommodations of men-of-war; but I believe ours are fully as comfortable as the free traders, and I am sure that we feed them much better.

1664. Have not the Company's ships much better accommodation and more room?—They have.

1665. What





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1665. What was your freight out and home?—I had no freight on my own ship; the cargo belonged solely to the owner of the cargo and myself. 2 March 1830.

1666. What would the freight be?—The last year I was there, I shipped teas at 30 dollars per ton to America from China, in an American ship, allowing ten quarter-boxes to a ton, which measures about forty-one feet; but it is customary to take ten quarter-boxes. *Captain A. Coffin.*

1667. Are you of opinion that you can still import teas into Holland, notwithstanding the higher duties now paid in the ports in Holland?—I think we can compete with the Dutch yet.

1668. Do the Americans now carry on the trade of tea to Holland as much as formerly?—Not so much.

1669. Can you state any reason why they do not?—It is owing to the Company of Dutch merchants, the Dutch Trading Company, sending a number of ships to China.

1670. Have their transactions been attended with loss or gain?—I believe they have been attended with considerable loss.

1671. Do you consider the tea that you get in this country equal to what you get in America?—I do not think it is so strong, the tea that I have been able to get here for my own use.

1672. Does that apply to the green or to the black teas?—To the black teas.

1673. To what do you ascribe this difference?—I should think the tea I generally purchase here, retail, is old tea that has lost a great part of its flavour and strength.

1674. What price have you paid here for good souchong tea, retail?—Five shillings and sixpence.

1675. What would you pay for similar tea in America?—Two shillings, or 50 cents.

1676. Can you tell how much of that 2s. is duty?—On the black tea, souchong, it is 25 cents, which is about  $12\frac{1}{2}d.$ : it is, in fact, 1s.  $0\frac{1}{2}d.$  out of 2s.

1677. Can you state the proportion the duties bear to the price of tea in other descriptions of tea?—The duty on gunpowder and imperial is 50 cents; on young hyson, 40 cents; 40 parts of the Spanish dollar out of 100 parts; on hyson-skin it is 28; on congo and all black teas, bohea excepted, it is 25; on bohea it is 12.

1678. Can you give the per-centage of the duties in America upon the teas generally?—It is not put upon a per-centage, it is so much per pound.

1679. With reference to the average prices, how much would it be?—The duties are about equal to the cost at Canton.

1680. Is not it 45 per cent. in America upon the average?—The price of tea in America varies, but the duty is permanent.





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1681. Do you know how many American houses of business there are residing at Canton?—There are seven or eight.

1682. Have they several partners, generally speaking?—There are in some of the houses three or four partners, in others only one person.

1683. Have there been any failures among those houses in your recollection?—There is the house of Thompson, who was the son of Mr. Thompson (I cannot say the house of Thompson in Canton failed) that failed in the United States, owing, I believe, to some smuggling transactions.

1684. Is there any other failure that has occurred within your knowledge?—I know of no American that has failed in Canton.

1685. Are the Boston merchants trading with China generally considered very wealthy persons?—They are.

1686. Are you acquainted with Colonel Perkins?—I am.

1687. Is not he one of the principal merchants in Boston?—He is the principal. Theodore Lyman has been one of the greatest traders.

1688. In general, among the wealthy merchants in Boston, are not the wealthiest among those connected with the trade to China?—They are.

1689. Do they continue to have the same reputation for wealth that they used to have?—The Boston merchants do: there have been several of the New York merchants connected with the China trade who have failed.

1690. When at Canton, did you understand that the Americans received any protection from the East-India Company's Factory?—I never understood that they received any protection.

1691. Supposing the Factory were withdrawn, do you think that the situation of the Americans would be worse or better than it is at present?—I think it would be quite as well: I cannot say it would be worse or better, but it would make no difference.

1692. Is the American trade popular with the Chinese?—I believe it is.

1693. Is it as much so as that of the East-India Company?—I believe that the reason why the Chinese favour the American trade is on account of the great quantity of specie that is brought there: the Company have imported large quantities of goods. I suppose the only preference would be, which trade they found most beneficial to themselves.

1694. Do you know any thing respecting the British manufactures taken from this country by the Americans?—Nothing; I have frequently seen the goods there, but had nothing to do with them.

1695. Do you know whether those goods generally pay duties, or whether they are smuggled into China?—I believe they generally pay duty; except, in some cases, officers going might smuggle a small investment: but the respectable merchants, I think, would not have any thing to do with smuggling.

1696. The





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1696. The respectable merchants, either British or American?—Either.

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1697. Were you ever engaged in the fur trade?—Never, otherwise than carrying a few casks on freight.

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1698. Do you know whether the animals from which the furs are got have considerably diminished in quantity?—The sea otter has, considerably; the land furs perhaps not much.

1699. Do you know of the arrival of any ships in China bringing furs from the north-west coast of America?—The person that owned my ship had a ship which arrived in Canton while I was there with furs.

1700. At the present moment, is a smaller quantity of furs than heretofore brought into the market of Canton?—A smaller quantity of the sea otter; perhaps of the other furs there are as many.

1701. Do you know whether furs, and warm clothing of that description, is in much request in China?—It is. All the Chinese that can afford it, generally wear woollens or camlets lined with furs, in the neighbourhood of Canton.

1702. During the whole year, or a part of the year?—During a part of the year; during the cold season, from March to April.

1703. Is there a good deal of cold at that period?—There is; I have seen it freeze in the Canton river at night.

1704. What is the latitude?—Between 22 and 23 degrees.

1705. Are you aware whether the American ships coming to Canton are occasionally in the habit of running across to the Phillippines and bringing back rice to China?—It is frequently the case.

1706. Do they derive any advantage from it?—They save what is called in China the cumshaw measurement, which is the ship duty.

1707. What does that mean?—It is a present; it is levied on the ship; it is a tonnage duty.

1708. What is the amount of it?—On my vessel it is averaged from 45 to 4,800 dollars.

1709. In fact, do the Chinese favour the admission of raw produce from other countries?—Of rice in particular.

1710. Is not that part of the port charges which is called the cumshaw the same for every ship?—I believe it is.

1711. Do you recollect the amount of it: is it 1,900 tales?—It is somewhere not far from that.

1712. Is not that part of the duty calculated according to the distance between the foremost part of the mizenmast and the aftermost part of the foremast?—Between the centre of the mizenmast and the centre of the foremast in length, and the breadth from the middle of the mainmast to the side



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of the ship, half the breadth: a vessel with two masts is measured from the end of the tiller to the foremast.

1713. What is the rate of freight between Boston and Canton?—The usual rate, where a vessel has been taken up, has been heretofore about 40 dollars a ton measurement for the voyage out and home. A ship-owner will carry out specie and take home the goods at 40 dollars a ton measurement; or on nankeens 9 per cent. on the ship; on silk goods,  $6\frac{1}{2}$  per cent.

1714. Does that cover all the charges?—That covers all the charges; because we buy the goods free of expense, delivered on board.

1715. Does that cover the port charges in Canton?—They are paid by the shipper out of that, except some small charge for Factory hire.

1716. Is the insurance included in that?—The insurance is not included.

1717. What is the rate of commission paid on the purchase of teas?—Two to  $2\frac{1}{2}$  per cent. upon the invoice price.

1718. To whom is it paid?—To the supercargoes or merchants there. Some do the business at 2, and some at  $2\frac{1}{2}$  per cent.

1719. Do you know what the rate paid by the British there is?—I do not. I have understood that the British merchants residing there did the country business at 5 per cent.

1720. Supposing a ship brings a cargo into Canton, and loads with tea in return, would there be a commission both ways?—There would on the sales and the purchases.

1721. What would be the amount of that commission?—A person having the consignment of goods out and home would probably do it at four per cent.; but five per cent., that is,  $2\frac{1}{2}$  per cent. each way, is the highest commission.

1722. Is the commission included in the 40 dollars paid for the freight?—I am not sure whether it is or not, because I never took any freight in my own ship either out or home; but I believe the 40 dollars covers it.

1723. Have you any English seamen in your ship's company at Canton?—I generally have one or two or three amongst the company.

1724. Have you found that they conducted themselves as well as the Americans?—I cannot say that I have ever seen any difference.

1725. How soon did you arrive at Canton after the execution of an Italian sailor on board an American ship?—From five to eight months.

1726. Do you know any thing of the nature of the transaction?—I frequently heard it stated, and had it from the supercargo of that ship, meeting him on that voyage down at Angier.

1727. What was the name of the ship?—The Emily, of Baltimore.

1728. Can you state any thing of the circumstance of that transaction?—I understood that the woman that was killed or drowned was in a boat under the





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the ship's bows, and something passing between the sailor and the woman, he took an earthen jar and threw it at her, and struck the woman on the side of the head, consequently she fell over board, and when she was taken up she was dead. At the time it might have been settled for a trifling amount of 100 or 200 dollars, but after getting to the ears of the Mandarins they demanded life for life. It was thought by the Americans there that the sailor did not intend to kill the woman: whether it was done in sport or in anger they could not tell, but they agreed that the man should not be given up; consequently, for some time the American trade was stopped, and the Mandarins persisted in demanding the man.

1729. How long was it stopped?—I cannot tell the exact period, but for some number of days.

1730. Was it ever proved that the man struck the woman?—I believe that it is not doubted. I had it from the supercargo of the ship, that the jug that he threw at her struck the woman; but the matter was never properly investigated.

1731. Supposing a woman to have been killed by an American seaman in the port of London, would not that American seaman have been tried according to the laws of this country?—No doubt of it.

1732. And it is presumed the same would happen in America, and every part of the civilized world?—No doubt.

1733. Do you know whether the man was tortured or not?—I believe he was not: he was very shortly put to death after arriving. They got him by stratagem out of the ship.

1734. It has been stated that the American consul resigned his appointment in consequence of this affair. Do you know whether that was the case or not?—I never heard that that was the case. Mr. Wilcox was consul at the time, and he was consul after I arrived there; but being a man of considerable business there, the consulship was rather a plague to him, as he never took any fees for depositing ship papers, and certifying the landing certificates and invoices shipped from there: but I never heard that he gave up on account of this transaction.

1735. When did he resign his office?—I should think it was full a year afterwards.

1736. Does he reside there now as consul?—He does not; he is now in Philadelphia.

1737. Is there any American consul there now?—I am not sure whether we have one or not.

1738. What are the duties of the American consul?—We are obliged by the American law to deposit our ship papers with him, within forty-eight hours of our arrival. When goods are carried out that we get a debenture on, he signs the landing certificate; it is sworn to before him by the master of the ship, and by that means we recover the debenture in America: and  
also





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also when the piece-goods are shipped from Canton which pay an *ad valorem* duty, the invoice is sworn to before him that it is a fair invoice; on manufactured goods, the duty is paid by a per-centage on the cost.

1739. And that is sworn before the consul at the port of export?—It is.

1740. Does he exercise any control over the American seamen?—Not any.

1741. If any complaint was made against any of the American seamen by the Chinese authorities, would they apply to the consul?—They would not; they would apply to the security merchant.

1742. Is the consul recognized by the Chinese authorities at all?—I never heard that he was.

1743. Are any of the other consuls recognised?—I believe none of them are recognized by the Chinese authorities.

1744. Does the Chinese government recognize the existence of the Company's Factory?—I believe not; it is like the other trade.

1745. Do you understand that the number of American ships trading to Canton has latterly decreased?—It has.

1746. What is the reason of that?—Owing to the Dutch putting a number of ships in the trade; there have been some of the German ships of late put in under the Austrian flag, from Hamburg and Bremen: and also owing to the English importing teas into Canada; heretofore, I believe, Canada was principally supplied with teas from America.

1747. Do you apprehend that the ill success of voyages to Canton has been the cause of any part of that decrease?—I do not think the trade for the last three or four years has been so lucrative as it was heretofore.

1748. Are you not of opinion that, supposing that trade were conducted upon proper principles, and confined within reasonable limits, the trade would be conducted profitably now as it was heretofore?—I do not know why it should not. Since the general peace, commercial trade throughout the world has been less lucrative of late years.

1749. Have other branches of trade from the United States decreased in the same proportion as the trade between the United States and China?—The East-India trade has decreased to other places fully as much as it has to China and Brazil.

1750. From the United States to Europe and other parts of the world, is the trade less now than it was some years ago?—I think not to Europe: the European and West-India trade is carried on as much as ever it was.

1751. And to as much advantage?—I think not.

1752. Taking the trade generally in the United States, is not the profit now realized by the merchants less than it was some years ago?—I should think considerably less.

1753. Is





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1753. Is there considerable competition in carrying on the foreign trade in America?—There is. 2 March 1830.

1754. Can you state the quantity of tea that used to be furnished by the Americans to Canada?—I cannot state precisely; I should think it was about three or four ships' cargoes of 400 tons. *Captain A. Coffin.*

1755. Was not a great quantity carried in by the smuggling trade?—It was not allowed in any other way.

1756. Therefore it is difficult to estimate the amount of it?—It is.

1757. What port charges did you pay in China?—Including Factory expenses and the ship's expenses, between 7,000 and 8,000 dollars usually on my ship; that is, including the cumshaw, and the piloting, and the victualing of the ship.

1758. You have stated that you were enabled to load and unload and depart from Canton river in fifteen days; what was the longest time you have ever employed in doing that?—Three months and a half, one voyage; I arrived there just before the great fire took place.

1759. If that fire had not taken place, how long should you have been?—Probably five or six weeks. The average is about five or six weeks with the Boston ships and the New York ships; but the Philadelphia ships usually stay longer; they generally wait till their silk goods are manufactured: they have a great many shippers, and frequently will send two or three supercargoes. A person putting in 100,000 dollars sends a person to manage the business, and another person sends another: there are a great number of shareholders, and their trade is different, so that there is generally some delay caused by it.

1760. Do the Philadelphia ships export more silk manufactured goods from Canton than the Boston ships?—I think they do.

1761. You stated that the American, China, and India trade has been a losing trade for some years; will not the loss of the Canadian trade and the Dutch trade account for that?—I should think it would in a great measure.

1762. Those two branches having been a great outlet for the American trade?—I think so.

1763. Have you traded with Calcutta?—I have.

1764. Can you state what the port charges there would amount to, including all the items you take into your calculation in the port charges at Canton?—It would depend upon the length of time that the vessel laid in Calcutta: I lay off about three months in Calcutta. The port charges altogether, with a vessel of about the same size, would be between 5,000 and 6,000 dollars, including factory rent and expenses.

1765. Do you conceive that there is any advantage in carrying on the China trade with large ships of 1,200 tons burden?—I could not say. The Americans began to build some large ships, as large as 900 tons, but they are





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are out of the trade now ; whether they found them answer I cannot say. There was one called the Washington, of 900 tons, which made two voyages to China, and then she was put out of the trade.

1766. From what port did she sail?—From New York.

1767. Did she engage in any other trade?—She did. The last that I heard of her was in the Liverpool trade, carrying cotton.

1768. What do you consider to be the average size ;—From 400 to 600 tons.

1769. From your experience in that trade, should you say that a ship from 400 to 600 tons burden was the best size?—I should think they were as good as any size.

1770. Is the revenue derived by the United States from the duties on tea large?—It is considerable ; I think about two millions of dollars.

1771. Do you know whether it is one of the largest items of duty?—I believe it is the largest of all our trade.

1772. Is there a drawback upon re-exportation?—There is.

1773. Do you include the amount of the drawback?—No, that is what is actually paid, the net duty.

1774. Is the revenue derived to the United States from tea increasing or not?—I should think it had fallen off since the Canada trade ; because the duty on tea that went into Canada was paid in the United States.

1775. Do you think there is at present any smuggling of tea into Canada from the United States?—I should think there was not much.

1776. Should you say that the revenue derived by the United States from tea is likely to continue increasing or to fall off?—If the same tariff continues, I should think it would increase, as the use of tea increases as the number of inhabitants increases.

1777. Do you understand whether there is any difficulty in the collection of the tea revenue in the United States?—I never heard of any difficulty.

1778. Have you ever heard of any smuggling of tea?—I have ; one case particularly, by a person of the name of Thompson.

1779. Is the smuggling of tea carried on extensively in the United States?—I believe not.

1780. Are you aware that the duty on congo tea has been much larger in proportion than the duty on any other tea imported?—It has been larger, taking into consideration the cost of the article.

1781. Has not its consumption in the United States decreased much in consequence of the increased duty?—I cannot say that the consumption has decreased on that account. I think that the consumption of different kinds of hyson tea has increased ; it perhaps may be from the fancy of the people drinking it.

1782. Can





1782. Can you state to what ports of the United States the importation of tea is now open?—To every port where there is a custom-house. 2 March 1830.

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1783. Can you state any circumstances connected with an American ship freighted by British merchants from Buenos Ayres to Canton?—I recollect one ship, a ship called the *Parnter*, Captain Bowers, which was taken up at Buenos Ayres, went to Canton for a voyage; she made two voyages; one year in particular, I lay next to her, and was very intimate with the captain of her. That ship went out from the United States with a cargo of flour and some specie on board, to land her flour at Buenos Ayres and to proceed on to Canton. There was, I believe, an English merchant and some Spanish house there that wanted to take up a ship to go to Canton, and they found they could not send an English ship there, and consequently they took up this American ship, and paid her a very large charter.

1784. Do you know what?—I think it was 28,000 dollars for the voyage, and the owners of the ship paid the Factory expenses in Canton.

1785. What was the size of the ship?—Something less than 400 tons.

1786. Were not the freights paid upon that ship particularly high?—They were considered very high.

1787. Do the American ships go to Whampoa?—They do.

1788. Do they invariably go there?—Not invariably; some of the ships stop at Lintin and put their specie on board of another ship that is going up, and go over to Manilla for rice or some other cargo, and return while the cargo is getting ready.

1789. Is not the course of trade, in such cases where there are cargoes on board, to make arrangements with the Hong merchants for the purchase of them?—I never heard of it. I believe that the goods have to go up to Whampoa before they can sell them; except the article of opium, which is not allowed.

1790. Is not the practice of the American ships to discharge part of their cargoes before they go to Whampoa?—No.

1791. Do they break bulk?—Generally not.

1792. Are there exceptions?—There are some exceptions.

1793. How does the cargo so discharged find its way into China?—By the agency of the American merchants there.

1794. Not of the Hong merchants?—I think not.

1795. Are not you aware that there is a considerable amount of contraband trade carried on through the means stated in the previous question?—In the trade of opium there is considerable.

1796. The question refers to other articles besides opium.—I know that there is some, but I cannot tell the amount.

1797. You are aware that a considerable number of ships proceed from  
2 B ports





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ports in Great Britain to China laden with British goods; how are they disposed of?—They are generally sold to the Hong merchants and other merchants.

1798. Are they discharged in the river below Whampoa?—I believe they are generally discharged at Whampoa. I cannot say that it is universally the case.

1799. Is it not within your knowledge that all private resident agents are connected with the illicit trade in China?—I think they are not. I think Mr. Cushion is not, and some other merchants. I never myself had any thing to the amount of £100 smuggling on board of my ship, or any illicit trade.

1800. Do you not believe that the smuggling trade is carried on to a great extent from ships bearing the American flag going to China?—Excepting in opium, I do not think it is to much extent.

1801. If you agreed to receive goods on freight in your vessel of 397 tons, for how many tons could you obtain payment?—About 600 tons.

1802. What would be the result in a Dutch vessel of 397 tons?—They carry about as much as our ships.

1803. In an English ship what would it be?—I should think the English ships generally carry better.

1804. In what proportion?—Perhaps something like ten per cent.

1805. You are speaking of English merchant vessels, and not of the Company's vessels?—Not the Company's vessels.

1806. Do you consider your property as secure in your vessel, navigated by eighteen men, as in a Dutch vessel navigated by twenty-seven men?—Much more so.

1807. From whence does that arise?—I think we have smarter seamen.

1808. And should you say the same in reference to an English vessel navigated by twenty-two men?—I think we are equally safe. I think the price of the premiums would answer that question better than any thing else. There are no ships that sail that are insured so cheap as the American, particularly to the East-Indies and China.

1809. What reason have you for believing that a vessel would be as secure navigated by eighteen Americans as by twenty-two English?—If an American ship-master is known to get intoxicated they will not insure his vessel; consequently, he must be a respectable man, and he frequently has the management of the business: but I believe in most other ships you find there is not so much attention paid to the capability of the master and officers.

1810. Do you know the rate of insurance in London as well as in America?—I do not.

1811. You





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1811. You have stated the prices of the several denominations of teas in China; are you not aware that there are many gradations of character in all the denominations of teas, such as congo and bohea, and other sorts?—  
There is quite a difference.

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1812. To what quality do the prices you have given apply; to the best or the lowest quality?—To about the middling quality; not to the meanest or the best.

1813. You have stated, that in your purchases of teas you have seen the Company's mark covered over, and that you have bought those teas?—Those teas have been shipped in American vessels which had been termed by the Hong merchants Company's teas.

1814. Are you aware that the Company's teas undergo a very strict inspection?—I believe they do: I am not particularly acquainted with the manner of that inspection.

1815. What must you then have inferred from the Company's mark being on the teas; should you not infer that they were rejected teas?—I do not think they were: I think it was that the Hong merchant, wanting some ready money, found the easiest way to realize it was to sell the teas to the Americans.

1816. Are you able to state whether the Company pay ready money or not?—I believe they generally pay a part in merchandize.

1817. Are chests that have the Company's mark upon them preferred by you to those that have no such mark?—Not except the tea is actually better. The Company's tea, I believe, is generally considered better, or it bears rather a higher price than the other teas.

1818. Are you a judge of the article of tea yourself?—I cannot say that I am a judge of it; but so much so, that I have been trusted with the buying of two cargoes.

1819. When you say the Company's teas are supposed to be better, do you apply that to all kinds of teas?—Not to the green teas; I had reference to the black teas, the souchongs and congos.

1820. What was the result of your adventure, that you gave an account of, to Amsterdam?—The two first voyages, in 1822 and 1823, were profitable: the other merely gave the ship a freight; there was no loss on it.

1821. Can you state how much was the per-centage of profit upon the two voyages?—I cannot tell; perhaps something like 20 per cent. upon the whole investment.

1822. Has there been any continuance of that trade?—I have not been in that trade since.

1823. Why did you not continue in that trade?—It was found not so profitable, and we entered into a trade with other parts of India.



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*Captain A. Coffin.*

1824. Can you state whether any other ships sailed about the time you speak of?—There were several, but I cannot give the result of the voyages.

1825. Who was the owner of your ship?—Theodore Lyman, of Boston.

1826. What was your last voyage?—To Siam.

1827. Is the tea you purchased for the Dutch market, in general equal or superior to what you purchased for the American?—We generally endeavour to get better tea for the Dutch market than for the American market; tea that is selected for the Dutch market.

1828. Is it better or worse than that usually selected by the Company for the English market?—I should think it is nearly the same quality.

1829. What was the proportion of tea to the other articles in the return cargo?—About three-quarters of the amount of the whole invoice has generally been teas.

1830. And how much in bulk?—Nine-tenths of the bulk.

1831. Had you not some other articles besides tea?—Yes, manufactured silks, nankeens, cassia.

1832. If a ship were laden with tea entirely, would not a large ship of 1200 tons be preferable to stow tea-chests only?—Generally a ship, as she increases in size, will stow more according to her tonnage than a small vessel.

1833. How many pounds of tea do you calculate a ton to carry?—I should think between 700 and 800; but the chests are all about an equal size, and we count ten chests to measure a ton. It does not vary much from forty cubic feet.

1834. Are not the duties at Canton much larger in proportion upon small vessels than upon large?—They are; and, I believe, they are the same on all: they are classed in three different classes, the first, second, and third class.

1835. Are you or not of opinion that a ship of 500 or 600 tons burthen, with reference to the bars and shoals in the river of Canton, and approaching the river, is much better adapted to the trade than a ship of 1,200 tons, which draws so much more water?—There is little or no risk till she gets to the bars in the river: then there are two bars, which the Company's ships generally go below before they load entirely; they take in part of their cargo at Whampoa, and then proceed down the river to the second bar to load.

1836. Are not ships of 600 tons able to go up to Whampoa and take in the whole of their cargo there?—A ship of 600 or 800 tons might do it.

1837. Were you at Canton in the year 1821?—I was not.

1838. Did you go in 1822?—I did.

1839. Did you hear whether, in consequence of the event you have mentioned of a woman being killed by an Italian sailor, the Americans were not treated





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treated exactly the same as they had been before?—I have not heard that it has injured the character of the Americans. 2 March 1830.

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1840. Is the American flag hoisted at the consul's house at Canton?—I believe not since the fire in 1822, when the flag-staff was burnt down. There is a flag-staff that stands out in front of the Factory, where it is hoisted, but I believe it is not universally flying: if there is a consul there, it is optional with him whether he will hoist it or not.

1841. Does he hoist it?—I have seen it hoisted, and there have been times when it has not been hoisted; but it is left at his own option.

1842. Have you heard of any mutinies on board the American ships in the Canton river?—I have, among the sailors.

1843. Did you ever hear of any authority interfering for the purpose of settling any thing of that kind?—I never knew any authority interfere; it is generally managed among the other Americans.

1844. Had they any communication with the authorities?—They had no communication with the authorities. I never heard that the Chinese would interfere in case of any difficulty on board a foreign ship.

1845. Have you never heard that the Company's Factory there have communications with the government?—I cannot say whether they have or not.

1846. You know that the Americans have not?—I believe they have not.

1847. Do you know whether there was a trial of the Italian sailor?—I believe there was no trial. The Americans refused to give him up, and consequently the trade was stopped. The Hong merchants wishing that the trade should go on, had told the captain and supercargo of the ship that if they would give the man up to go to Canton to be examined he should be returned again, and the Hong merchants said that the Mandarins had promised that that should be the case; consequently the captain and supercargo allowed the man to go down, and in a few moments after he landed at Canton he was strangled, and they sent word that they could take him away and bury him.

1848. Had the captain and the supercargo no reason to suspect that he would not have a fair trial?—They had no reason. The Hong merchants said that they were deceived by the Mandarins. A few days after that the American trade went on as usual.

1849. Do you suppose that they were not before aware of the nature of Chinese justice; that they did not know that they were not perfectly just, like other nations, in their trial of prisoners?—I believe the captain and the supercargo of the ship had no doubt but that the man would be returned to the ship again after he was examined.

1850. Is that fact now pretty well known among the American ship-owners?—Yes.

1851. It



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1851. It is presumed that they do not continue in their former ignorance with regard to the Chinese modes of justice?—No, I suspect not.

1852. Do you know of the agreements made with respect to the purchase of teas by Americans being regulated by the price given by the Company?—I have no knowledge of any such transactions.

1853. Do you think that a trade with an assorted cargo could be carried on with any thing like the advantage of a trade in which the outward cargo consists of dollars?—I believe the Chinese like dollars better than they do almost any thing else.

1854. Have not the Americans carried on that trade almost entirely since?—Mostly: some of our ships have taken British manufactures.

1855. Have they found themselves the better for it?—I cannot say, having myself nothing to do with those transactions. Merchants generally keep those things pretty much to themselves, particularly if they are making a profit; and if they are losing, they say little about it.

1856. Do you know that that trade has been a losing trade?—I do not know whether it has been a losing or a profitable trade. I have frequently heard it discussed.

1857. Can you say, when it was discussed, whether it was said to be a losing or a gaining trade?—There is a house which is remaining out there which has received a good many British goods from Liverpool. Mr. Dunn is the agent there; and I think they must have made it profitable, because they still continue to carry it on.

1858. In the discussions at which you have been present, have not you heard that it was a losing trade?—Latterly they have said that there has been little or nothing gained by it.

1859. Has there not been something lost?—I cannot say that there has been much lost in the trade.

1860. Do you not believe that it has been a losing trade?—I do not think it has, generally speaking.

1861. Do you know why it has decreased so much?—In the article of British manufactures I do not think the trade has been decreased: to the best of my knowledge, there have been as many British manufactures sent out in American ships the last three or four years, as the three or four years previous.

1862. Have they been sold?—I cannot say, not having been there the last three or four years.

1863. Have you never heard it discussed whether those goods did find a market at Canton?—I know that a considerable quantity has found a market; whether all that has been carried out, I cannot say.

1864. Did you not hear that it was at very low prices?—I cannot say whether





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whether the person was making a profit or loss: at the time I was there it was considered profitable. 2 March 1830.

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1865. When were you there last?—In 1824.

1866. Since that time have you heard the matter discussed?—No.

1867. Then you cannot say whether it has been a losing trade since that time?—I can say nothing upon that.

1868. Is there any article of manufacture in the United States which is calculated for the India or the China market?—There is the article of white cotton goods.

1869. Has that been sent out in large quantities?—There have been considerable shipments made to China.

1870. Did it appear to you that the Chinese government was anxious to increase its foreign trade?—I believe they are aware of the advantages of a foreign trade.

1871. Do you think they would be as desirous as America, or England, or Holland would be, to increase their foreign trade?—I should think very likely they would. They seem to be aware of the advantages of a foreign trade as well as other people.

1872. Have they any shipping carrying merchandize to foreign ports of Europe or America?—Their shipping carry merchandize, but not to Europe or America.

1873. Do you believe that if the demand for fine teas increased, the supply could be readily brought up to reach such demand?—I cannot answer that question, having so little knowledge of the way in which the teas are manufactured.

1874. Do you believe that an additional number of ships trading to Canton would lower the profits so much as to render the trade a bad one to carry on?—I should think a considerable increase of trade there would lower the profits.

1875. Are the American traders to China alarmed lest the British trade with China should be thrown open to the public?—I think not.

1876. Have you been at Sincapore and Siam?—I have.

1877. Have you found any quantity of Chinese junks there?—At Siam a large quantity.

1878. What quantity have you ever seen there at one time?—I should think eighty.

1879. Of what size?—Some of them would carry 700 or 800 tons, and some others perhaps 200 or 300.

1880. Do those junks carry on an extensive trade with different parts of China besides Canton?—They are principally from other parts; very few from Canton.

1881. Do





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1881. Do they import teas in any considerable quantities into Siam?—They do.

1882. What amount of teas do you think at any one time you have known to be in Siam, imported by those junks?—That would be a difficult question.

1883. Did you find any Chinese tea there?—A large quantity. I should have no difficulty at any time in loading one, two, or three ships of the size that I had there.

1884. What quality of tea?—Principally black teas: souchong and congo of very good quality.

1885. Have you ever bought any tea there?—Only for my ship's use.

1886. What did you find to be the price of the same quality of tea, as compared with that which you purchased at Canton?—The price was very little increased above what I could get the same tea for at Canton.

1887. Do you conceive that tea might be imported into England from Siam, or any of the eastern islands, at a cheaper rate than that at which it is now imported from Canton?—I should think not. I should think it would be imported cheaper direct from China, unless there was more carried to those places than was wanted for the supply.

1888. Do you think that the communication from Siam to the other ports of China besides Canton, by means of junks, affords any prospect of a market for British or American goods in China?—I believe by the junks there is a considerable trade carried on to all the ports.

1889. Do not some of those junks sail from the provinces of Kiangnan and Fokien?—They do.

1890. Are not those provinces where tea is grown?—I cannot say precisely.

1891. Have you ever been on board of a junk?—Many.

1892. Are you aware that every junk contains a great variety of individual merchants, who carry their investment down, and after disposing of it return to the port from whence they came?—They do: a junk is cut up into small apartments and let out to individual merchants.

1893. From what ports eastward of Canton on the Chinese coast do those junks principally come?—I do not know the names of many of the ports. Chicho is a place of considerable trade; the names of the other places I do not know.

1894. Have you on board of those junks bought and sold any article?—No, I have not.

1895. Then you are not aware how far those individuals are shrewd and keen merchants?—I have traded with the junk people on shore, and they are very keen and shrewd in their trade.

1896. What cargoes do those junks usually take back from Siam and Singapore?—They take sugar, horns, hides, ivory, and spices; and from Singapore





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Singapore they take rattans and pepper: whether they take British piece-goods I cannot state.

1897. Do you know whether they take any quantity of hides?—A considerable quantity of hides.

1898. You have stated that the Company's large ships are obliged from their size to go below the second bar in the Canton river before they complete their cargo; are you aware whether that incurs a very considerable increased expense in loading the cargo?—I believe it does not increase the expense of loading.

1899. You have stated that you believe opium is the principal thing smuggled by the American ships; when you have been there, have you not seen a number of English opium-traders lying outside the river?—I have seen one or two, not a number; I think at one time I saw three English opium vessels lying there.

1900. From what you saw when you were there, do you consider there is more opium smuggled by the Americans than by the English?—I think there is more by the English: we have generally only one vessel, and the British have two or three.

1901. You have mentioned an unfortunate occurrence which happened with reference to an Italian at Canton: since you knew any thing about Canton, have you ever heard of any similar occurrence with any American ship?—I never have.

1902. Has any other occurrence ever taken place to stop the trade at Canton?—Not with the Americans; I believe with the English an occurrence did take place of some man-of-war, some frigate, killing some men; they wanted the other men sent out; some two or three men that were killed by the British frigate.

1903. Did that stop the American trade?—It did not stop the American trade, but the Company's servants left Canton, I believe, on account of it.

1904. Is it not the fact that they would not deliver them up, and that they succeeded in their opposition to that demand?—They did.

1905. What is the name of the port in Siam to which you have referred as being resorted to by the Chinese?—Bankok.

1906. What goods do the Chinese junks generally take there from China?—They take teas and earthenware and preserves.

1907. Much tea?—Considerable quantity of goods.

1908. Were those junks Chinese junks, or Cochin-Chinese junks?—Mostly Chinese. Last year there were no Cochin-Chinese, in consequence of difficulties between the Siamese and the Cochin-Chinese.

1909. Has the number of Chinese increased of late years at Bankok and Singapore?—I cannot say whether they have or not.





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1910. As you had no supercargo on your second voyage, did you find any difficulty in making your selections of teas?—Not any.

1911. In what way did you proceed to make those selections?—I opened a number of chests of each chop, and by having a parcel of cups, weighed a certain portion, and drew the tea by putting boiling water on it. One method of trying the quality of tea is by rubbing it in the hand.

1912. You do not think any difficulty would be found by any person conversant with the trade in making those selections?—Not more than other articles of trade.

1913. When you spoke of tea being brought cheaper direct from Canton to England than if it came through the circuitous channel of Singapore, did you at that time contemplate the prices at which it is sold by the East-India Company, or the prices at which it would be brought by other traders?—I looked at the prices now paid by the East-India Company.

1914. Have you never heard that the Americans applied to the Company's Factory to aid them in their intercourse with the Chinese authorities?—Not to my knowledge. They may have done so, but I never heard of it.

1915. Have you made any computation of the amount per pound of the freight of tea in your vessels?—I have not. I should think about four or five cents would be a fair freight per pound; that is about  $2\frac{1}{2}d$ .

1916. You said that your cargoes to America were principally black tea; have you found the importation of black tea the most profitable?—Not for the American market; but the black teas were selected for the Dutch market.

1917. When you spoke of the rate of insurance being lower on American vessels than on British, did you mean the insurance in America?—I meant in America only. I presume it would not be less in England.

1918. You were understood to say, that that insurance would depend upon a knowledge of the character of the person that should have the command of the vessel?—Considerably.

1919. And, of course, that knowledge could be better obtained as respecting an American, than as respecting any foreigner in America?—Certainly.

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*Jovis, 4<sup>o</sup> die Martii, 1830.*

Mr. JOHN AKEN called in, and examined.

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*Mr. John Aken.*

1920. You reside at Wapping?—I do.

1921. You were formerly master of the Investigator, a discovery ship?—  
I was.

1922. After





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1922. After that did you command a ship trading between India and China?—I did. 4 March 1830.

1923. What was the name of that ship?—The Exmouth. *Mr. John Aken.*

1924. How many voyages did you perform in the Exmouth between India and China?—Two.

1925. In what years?—1817, 1818, and 1819.

1926. What did your cargo consist of to China?—Principally cotton; there were also opium, and putchuck, a species of dye, I think, for the nan-keen.

1927. Is it a vegetable or a mineral dye?—Vegetable.

1928. Do you know whether that dye is used any where but in China?—I cannot say. The other articles were steel, nutmegs, cloves, rattans, and saltpetre.

1929. What was the sort of steel that you took?—It is generally the cast steel; it is sometimes blistered steel: we took both kinds of steel.

1930. Was it in the manufactured articles?—No, in small bars.

1931. Was that steel the produce of India?—No, imported into Calcutta from England.

1932. Through whom did you generally transact your business at Canton?—The Hong merchants.

1933. Did you ever find any difficulty in trading with the outside merchants?—Not the least.

1934. You have often traded with them?—With both.

1935. In what way do you select the Hong merchant with whom you shall trade?—We generally, on our arrival, agree with those that will give us the most for our cargo, and the person that takes the cargo is the person that becomes security to the government.

1936. Did you give him any advantage in your dealing to induce him to become the security merchant?—Nothing.

1937. Do you pay him any fee?—None.

1938. Do you find that some of the merchants are always willing to become security for the ships arriving there upon those terms?—Always.

1939. What was the size of the Exmouth?—695 Calcutta tons; in English measurement she was 725.

1940. What is the reason for the difference between the Calcutta and the English measurement?—I cannot say that: it is some little difference in taking the length of the keel.

1941. In what way do the Chinese measure the vessels?—The Chinese measure the vessels from the centre of the mizenmast to the centre of the foremast, and they take the extreme breadth close behind the mainmast,





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*Mr. John Aken.*

1942. Are all the charges excepting the cumshaw paid upon a ship in the port of Canton, proportioned to the size of the ship?—I think they are; there may be some little difference, but it must be merely casual expenses.

1943. Will you state what the cumshaw is?—The cumshaw is a present.

1944. What does it amount to?—1,950 dollars.

1945. Is that the same upon all ships?—It is.

1946. Do you know when that cumshaw originated?—In 1704.

1947. Do you know at whose instigation it originated?—I have often heard it said, both in China and in India, that the supercargoes gave this to the superior mandarins, to induce them to show them favour, which they supposed they had some profit by: it has continued, and now it has become the law there; they demand it from all ships.

1948. Do you know whether that present is paid to the government or paid to the individual Mandarins?—I think it is principally amongst the Mandarins: but there is a part of it goes to government, and then it is divided amongst the different Mandarins. All the officers in China are called Mandarins.

1949. Are there not other duties paid there for the compradore?—The compradore has his fees; his fees are generally 300 or 400 dollars; but there is a sum paid to the compradore, for different duties, which I am not acquainted with. The compradore's altogether generally amounts to nearly 2,000 dollars.

1950. Does that sum of 2,000 dollars form a part of the port charges at Canton?—It does.

1951. What was the whole amount of the expenses of the Exmouth at Canton on each voyage?—About 9,000 dollars.

1952. In what year was that?—That was in 1818 and 1819.

1953. To whom were the goods that you took out to Canton sold?—I sold them to the Hong merchants.

1954. Was any charge made for commission by the Hong merchants?—Not any.

1955. Do the outside merchants charge any commission upon sales and purchases?—None at all.

1956. Have you ever consigned any part of your cargo to resident English or other foreign merchants?—Yes; to the American consul.

1957. Can you state the amount of his charges on that consignment?—Three and a half per cent. on the sale price at Canton.

1958. What was the charge of the American consul for negotiating bills?—One per cent.

1959. What





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1959. What was his charge upon goods purchased?—Two and a half per cent. upon the invoice price.

1960. Do you consider the charges on shipping at Canton to be high or otherwise?—I think they are very moderate, considering that there is no more paid for a rich cargo than for a vessel arriving in ballast. It is no matter what cargo you take there, the same duties are paid; if you take a very rich cargo, the duties come to very little indeed.

1961. The port charges, then, do not vary in proportion to the value of the cargo, but only to the admeasurement of the ship?—That is all.

1962. Is there or not a facility in transacting business in the port of Canton?—Great facility.

1963. Do you conceive there is as great facility in transacting business in the port of Canton as in any other port with which you are acquainted?—I think more.

1964. As much as there is in India?—A great deal more.

1965. Is there as much facility in transacting business in Canton as in ports in England?—Yes, and a great deal more.

1966. Why is it that you should say there is more facility?—You have nothing to do but with one man, and when you once get your bargain made you have no trouble whatever.

1967. Are the cargoes of ships easily discharged?—Very easily. We do not lie very near to Canton; we are about eight miles from Canton, at a place called Whampoa.

1968. Then they are discharged by means of lighters?—They are.

1969. And loaded in the same way?—Yes.

1970. Do you conceive that the Hong merchants are liberal in their dealings or otherwise?—Very liberal.

1971. Should you place confidence in their honesty and honour?—I have every reason to believe they are honest in every respect.

1972. Do you find them cautious in making their bargains?—Very cautious.

1973. Did they adhere to those contracts which they entered into?—Yes; I scarcely ever knew of any person ever suffering by them at all.

1974. What should you say, in that respect, with regard to the outside merchants?—The outside merchants are people that you can scarcely ever tell what character they are of, unless you have dealt with them once or twice; if you deal with a stranger you may be minus, and it often requires caution.

1975. It is presumed that the outside merchants, like other merchants, contain an admixture of good and bad?—No doubt.

1976. And some of them are very respectable?—They are.

1977. Would



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*Mr. John Aken.*

1977. Would you as soon deal with an outside merchant as you would with a Hong merchant?—No, I would not.

1978. Supposing you had had dealings with an outside merchant, and found him to be a man of respectability, you would then have no difficulty in dealing with him?—Not the least; there are many of them that I have dealt with, that I would as soon deal with as any persons.

1979. Do you consider the navigation to Canton easy?—Very easy.

1980. Have you ever had any unpleasant occurrence with your crew when at Canton?—Not any.

1981. What was the description of your crew?—Lascars, and some Europeans.

1982. Of what nation?—A mixture of almost all nations; some Portuguese and some Spaniards, and some Englishmen. We generally took six Europeans in the country ships just for steering the ship, what they call sea-cunnies. I had six young men with me that I took from here as apprentices, who acted as mates or midshipmen.

1983. Were those young men Englishmen?—They were Englishmen.

1984. Are the sea-cunnies Europeans?—They are some of them Portuguese Indians.

1985. Are they not all Indian Portuguese?—Some of them are European Portuguese.

1986. Should you not think a mixed crew of that kind quite as difficult to manage as a crew consisting of English sailors?—No, I do not think they are; English sailors would be worse to manage, I think.

1987. Should you imagine that, with proper care and attention, whatever might be the crew of the ship arriving at Canton, there would be any reason to apprehend any impediment to the trade on account of the conduct of that crew?—Not the least.

1988. Have any difficulties been encountered on account of the present freedom of trade between India and China in the port of Canton?—Not any.

1989. Do you conceive there would be any reason to apprehend difficulties, provided the trade between England and China was as free as the trade between India and China?—Not the least. The Company's ships are all navigated by Englishmen, and the Americans are all navigated by their own people, and I have never seen much difference between the American and the Company's seamen.

1990. Do you imagine that the English seamen are inferior in point of character and conduct to the American seamen?—I do not see much difference.

1991. Have you carried opium to China?—Yes.

1992. Can





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*Mr. John Aken.*

1992. Can you state any quantity that you have ever carried?—I have carried about 100 chests.

1993. Is that opium smuggled into China?—It is.

1994. Who takes the risk of the smuggling?—The person to whom we sell it.

1995. To whom is it commonly sold?—It is generally sold to outside men.

1996. Do the Hong ever purchase opium?—I believe not.

1997. Do you know how the outside merchant introduces it into China?—I am not acquainted with that.

1998. Is not it a fact, that they bring the boats alongside, and then it is thrown out of the ship into the boats?—Yes. When I sold my opium I gave an order upon the chief officer to deliver it, but the person to whom I sold it takes the risk entirely in taking it from the ship; he pays me for it before he gets the order.

1999. What does he generally pay you with?—In dollars or Sycee.

2000. Do you happen to know the method by which the opium is smuggled into the country?—They take it from alongside in smuggling boats that are well manned and armed, and there are a great many rivers, branches, and islands and different places, and they put off directly with it, and they set all the government boats at defiance. I have seen that myself. I have seen four mandarin boats surrounding my ship when I had thirty chests of opium to smuggle, and I was prevented from going to sea on account of the opium, and I sold it to the people. I went down myself and saw the way that they smuggled it. They stripped the chest entirely away, and took nothing but the opium, and put it into bags, and we open the lower-deck port, and in one moment they put the opium into the boat, and all hands are off in a moment. We did that in a very heavy shower of rain. There was a cry out about three minutes afterwards, but the boat was gone like a shot.

2001. Were the mandarins' boats lying near?—One was lying a-head touching the ship, another was lying at the stern, and another was lying upon the opposite side.

2002. They were there to prevent smuggling?—Yes.

2003. Do you obtain greater or less price for your opium in proportion to the degree of vigilance of the mandarin boats?—No, I never knew any difference made on that account.

2004. If the mandarin boats had not been there, should you have obtained a larger price?—I do not think we should have got more. They always make certain of it; and it always struck me, that there was an understanding between the smugglers and the mandarin boats: there is an apparent vigilance kept up which has no existence in my opinion. I have been told so by a number of people.

2005. Might





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*Mr. John Aken.*

2005. Might not other commodities, of small bulk, be introduced into China by the same means?—I should think they could, very easily.

2006. Do you happen to know whether it is a practice with regard to any other commodities except opium?—Saltpetre, which is a bulky article, is smuggled. I used to smuggle it myself; at least, I carried it there, and it was smuggled by the people to whom I sold it.

2007. Is saltpetre a prohibited article in China?—No, you can sell it to the government if you please; but we cannot sell it so well to the government. We can generally get about two dollars a pecul by smuggling it.

2008. Is that on account of the duty paid to government?—I think it is.

2009. Have you known of any other article being smuggled?—I think sometimes broadcloth is smuggled.

2010. By the Americans or the English?—By the English. I once carried two bales of cloth, and it was smuggled, I know; but wherefore I cannot say, because it did not belong to me.

2011. Do you happen to know whether the cargoes of goods which go from England on board of the American ships are introduced into China legally, or are smuggled?—I cannot say; but I really believe that they are introduced legally, because I have been acquainted with so many American supercargoes, that I think I must have heard of it if it had been otherwise.

2012. With respect to the opium that you carried out to China, was that purchased at the Company's public sales?—Yes, at Calcutta.

2013. Can you state with respect to the value of the opium, whether the Malwa opium is better than that grown in Bengal?—The Patna opium is the best.

2014. What is the next in point of quality?—I believe the Malwa they like the best in China. The Turkish opium has come there within these last ten years, and is likely to supersede the Bengal opium. The Chinese did not like it in the first instance, but I believe, now they are more reconciled to it, they like it equally well, and it is much cheaper. That has done a great deal of harm to the sale of the Bengal opium.

2015. Is any Turkish opium introduced through any of the Company's ships into China?—Not unless it is smuggled.

2016. Should you reckon the Malwa opium the least good of those you have mentioned?—I know nothing but of the Patna opium; that was the only opium that I had any thing to do with. We generally used to buy it in Bengal from 1,900 to 2,000 rupees a chest; and we generally used to get 1,200 to 1,400 dollars for it in China, sometimes 1,500 dollars.

2017. Is the opium sold at Bombay lower in price than that sold at Calcutta?—I believe it is.

2018. Are you not aware that all the opium which comes from Bombay is Malwa opium?—It may be, and I dare say it is; but I am not acquainted at all with Bombay. I have been very little on that side.

2019. Where





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2019. Where did you effect your purchases of opium in India for the China trade?—They were generally made at the Company's sales.

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2020. Are those purchases made avowedly and openly for the China trade?—I believe so. We clear out with the opium in the ship. It is well known by the Company that we take it to China.

Mr. John Aken.

2021. Do the opium chests bear the Company's mark?—Yes.

2022. Before they are sold in China, is the opium changed from those chests into any other packages?—No; they are sold in the original packages.

2023. Are they sold in China in any mode of packing bearing the Company's mark?—Yes; they are sold with the Company's mark on them in China.

2024. Is the Company's mark upon the chests of opium, or upon the packet of opium?—Upon the chests. They strip the chest away entirely when they take it away, and throw it overboard; and it is then put into bags.

2025. Then nothing bearing the Company's mark goes ashore in China?—Nothing at all: we strip it and throw the chests overboard, and destroy them as soon as we can.

2026. Then the purchaser looks at the mark, and it gives confidence to him?—His confidence is generally placed in the seller.

2027. Is not the opium sold at the Company's sales made up in bales of the most convenient size and shape for smuggling into China?—Yes it is.

2028. Have you ever purchased any tea at Canton?—I have, both black and green.

2029. From whom have you purchased it?—Both from the Hong and the outside merchants.

2030. Have you ever found any difficulty in getting the tea you wanted to purchase?—Not the least.

2031. Is not there a certificate given in the opium chest, containing the name of the Company's opium agent and a statement of the weight?—There is; that is in the inside of the chests.

2032. Is that certificate communicated to the Chinese merchants who deal in the opium?—No, the person that purchases it never looks at it at all; but I remember seeing them broken open, and I remember seeing a paper of that description in the inside of the chest.

2033. Is the tea purchased as you have described, packed and sent on board by the merchant of whom it is purchased?—It is.

2034. And that merchant is responsible for the quality of the tea so sent?—When I have been purchasing from an outside merchant, I have generally wished to have the chest opened here and there, and he has been always very willing to do so, to examine it.

2 D

2035. Did





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2035. Did you ever find any chest of tea inferior in quality to the sample which you have purchased?—I never did.

2036. Do you know whether any custom prevails in China of returning two chests for one where an adulterated chest of tea is given to the purchaser?—I have not heard of that; I have heard that there have been some tricks occasionally, but I believe in a very trifling degree.

2037. Do you conceive the tea that you purchased at Canton was as good, in proportion to the description of the tea, as that which you purchase in England?—Equally so.

2038. What have you paid for the gunpowder tea at Canton?—From 60 to 65 Spanish dollars for the best, per pecul; gunpowder tea can be got for less.

2039. And what for the best black tea?—The best black tea, from 40 to 45.

2040. How do you generally pay for that tea?—We sometimes pay for it in barter, but generally in dollars.

2041. Do you buy it cheaper when you pay for it in dollars than when you pay for it in barter?—That is a matter I can hardly say, because when you pay for it in barter, you can hardly put the dollars in competition with it.

2042. You do not find it difficult to take tea in exchange for goods from the merchants?—No, very easy.

2043. In the year 1819, could your ship have been chartered from Canton to some port on the continent of Europe, if you had been permitted to do so?—Yes.

2044. Would that have been a profitable voyage to the ship?—Very profitable.

2045. Who would have taken up the ship at that time?—A Prussian merchant at Canton.

2046. What would he have paid per ton for it.—£25.

2047. Did you request permission to undertake that voyage?—Yes, I applied to the supercargoes.

2048. Did you obtain that permission?—No.

2049. To what port of Europe was it proposed to charter the vessel?—To Hamburgh, I think.

2050. Is the country trade carried on almost entirely by the free traders from India and China?—Yes.

2051. Do the Company take any part in that trade?—I do not think the Company themselves take much part in the trade. The captains of the Company's ships generally bring a great many things from Bengal, Madras, and Bombay, or Penang; they all take in pepper, cotton, and any thing of that





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that kind that they could get, and, I believe, it is generally taken on the captain's account.

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2052. Can that trade between India and China be carried on by houses resident in England?—No.

2053. What is the reason why it cannot?—I do not know the Company's reasons; but it is by the regulation of the Company that we can only go to China by license of the Company.

2054. You have stated that the captains in the East-India Company's service carry on some portion of trade on their own account, do you allude to the goods which they take in the privileged tonnage?—I believe that the Company do not send cargoes themselves from those ports, from either Madras, Bombay, or Calcutta, and therefore the captain generally takes in as much as he pleases, without any hindrance whatever. The privilege which the captain and the officers have is at their loading port at Canton from India to England.

2055. Do you know how the officers of the Company dispose of the goods which they import into China under their privilege?—They generally sell them to the Hong merchants.

2056. Have you known any cases in which they have dealt with the outside merchants?—Yes, they deal with both.

2057. Have you known any instance in which the country ships have traded with ports in China to the north of Canton, Amoy, and Lingpo?—No, I never heard of any.

2058. Do you consider that there is much sea risk attending a voyage from England to Canton, if undertaken at the proper season?—No, there is very little risk.

2059. Is there greater or less risk than there is in a voyage from England to Calcutta?—I think there is a great deal less, but that is owing to the navigation in the Hoogly river.

2060. Supposing the freights to be the same, would you rather undertake a voyage from England to Calcutta, or a voyage from England to Canton?—To Canton.

2061. Have you not lived at the Cape of Good Hope?—I have, for seven years.

2062. Did you purchase tea while you were there?—I used to purchase tea for my family use.

2063. At what time did you live there?—From 1821 to 1828.

2064. What did you give for the best black tea per pound at that time?—About three dollars and a half, which is nearly 5s.

2065. What is the duty paid upon the importation of tea into the Cape?—It is an ad valorem duty of ten per cent.



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2066. Was it imagined at the Cape that a considerable profit was derived by the Company from the sale of tea at that price?—I think it is generally believed to be about 100 per cent, after paying all charges.

2067. Do any other parties, except the Company, bring tea from China to the Cape of Good Hope?—No other. About twelve months before I left the Cape there were a few chests brought from England, which the Company could not prevent being landed there, brought in a private ship.

2068. Could tea brought in a private ship from any other place except England be landed at the Cape of Good Hope?—No.

2069. Did you ever apply for a license to export tea from Canton?—Yes, we always applied for our license previously to sailing from Calcutta.

2070. Did you ever apply for a license to export 800 chests of tea to a port within the Company's limits?—Yes.

2071. Was that granted?—No, only for 400.

2072. To whom did you apply?—To the government in Calcutta.

2073. If that license had been granted to you to export tea from Canton to the amount of 800 chests, could you have made a profitable voyage, that being part of your cargo?—Not with 800 chests; but it would have been so if I had been allowed to take any quantity I pleased. In so large a ship as mine 800 chests of tea would not have been an object, but in a small vessel it might have been a very great one.

2074. Where would you have taken that tea to?—To the Isle of France and the Cape of Good Hope.

2075. But the small quantity you were allowed to take was not a sufficient inducement to you?—No.

2076. Could you carry tea at all to the Cape of Good Hope?—Not at all to the Cape of Good Hope.

2077. Would you have been allowed to take 400 chests of tea to any port within the Company's limits, except the Cape?—Yes.

2078. Is the Mauritius also excepted?—I cannot say. Our license ran thus: "You can take 400 chests of tea in at Canton, to dispose of it at any intermediate ports between this and Calcutta." Now it is a query whether you could make the Isle of France an intermediate port; perhaps it would be out of the way: but that question was brought before the Court at the Cape of Good Hope. There was a ship that brought tea there, and she was seized; they gave bond, and afterwards the question came before the King in council, and the ship was afterwards liberated.

2079. What was the date of that?—I think it must have been about 1823; a ship called the *Lady Flora*.

2080. Where did that ship bring the tea from?—From Canton.

2081. Was the tea allowed to be sold at the Cape?—Yes, I believe it was sold there. The ship was seized, and the cargo too. She had very little tea





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tea in, but she had a great many things that she brought direct from China. The question came before the court, and I was one of the evidences before the court. The fiscal brought a chart, and he asked me if I could make it out that the Cape of Good Hope was an intermediate port; and I asked at what time of the year the ship left Canton, and it appeared that it was the contrary monsoon to come down the China seas, and I said yes; that Captain Balsam, of the *Lady Flora*, perhaps had come round Cape Horn, and therefore the Cape of Good Hope was an intermediate port.

2082. What was the decision?—They decided against the ship. The ship was seized and her cargo also; but they gave bond, and it was about three years afterwards decided by the King in council, and the ship was liberated again.

2083. Was the cargo allowed to be sold at the Cape of Good Hope?—It was.

2084. Have you ever purchased gunpowder tea at Canton to be sold at Penang?—Yes.

2085. What did you sell that tea for at Penang?—About 76 Spanish dollars per pecul.

2086. Was a profit realized by you upon that sale of tea?—I generally used to make about 15 per cent.

2087. Can you state the price of tea of similar quality at the Cape of Good Hope?—The price of gunpowder tea at the Cape of Good Hope was about six dollars, or nine shillings per pound. Besides the government duty of 10 per cent. the Company pay about five or six per cent. for the auction duties at the Cape. They oblige them to sell all by auction, therefore they collect the duties upon the auction sales.

2088. Then the whole duties paid upon the sale of tea would be 16 per cent.?—That is paid by the Company.

2089. Can you tell what the duties are paid at Penang?—Upon tea I cannot say. I think the people who purchased from me always paid the duty themselves. I believe it is very trifling.

2090. It is not so much at Penang as at the Cape of Good Hope, is it?—Perhaps not so much. 10 per cent. is but very small upon tea.

2091. Is not tea a very common beverage in China?—Yes, the black tea is a very common beverage. Every Chinese house you go into, there is the tea always on a sideboard, as a beverage, in the teapot, and you may help yourself to a glass of tea at any time you please; it is always in the room.

2092. Do they drink it without any admixture?—They sometimes have a little sugar, and sometimes not; there are a great many drink it without any sugar.

2093. Do the Chinese drink green tea?—I think not.

2094. Do



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

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

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

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

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

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

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

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

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

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

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

2105. What was his name?—Monteith.

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

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

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

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

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

2111. Had





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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2127. Do





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

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

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

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

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

2132. Houses of respectability?—Houses of respectability.

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

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

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

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

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

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

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

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





Company's : but what terms the Company have purchased their tea upon, I am not informed. 4 March 1830.

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

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

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

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

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

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

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





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4 March 1830. mean the restrictions which now exist by law to the free trade in those seas?  
—That is what I mean.

*Mr. John Aken.*

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

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

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

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

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

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

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

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

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

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

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

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

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





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

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

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

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

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

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

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

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

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

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

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

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

2172. Supposing you obtained permission to send a ship in the present state of things from this country to China, what profit do you imagine, with