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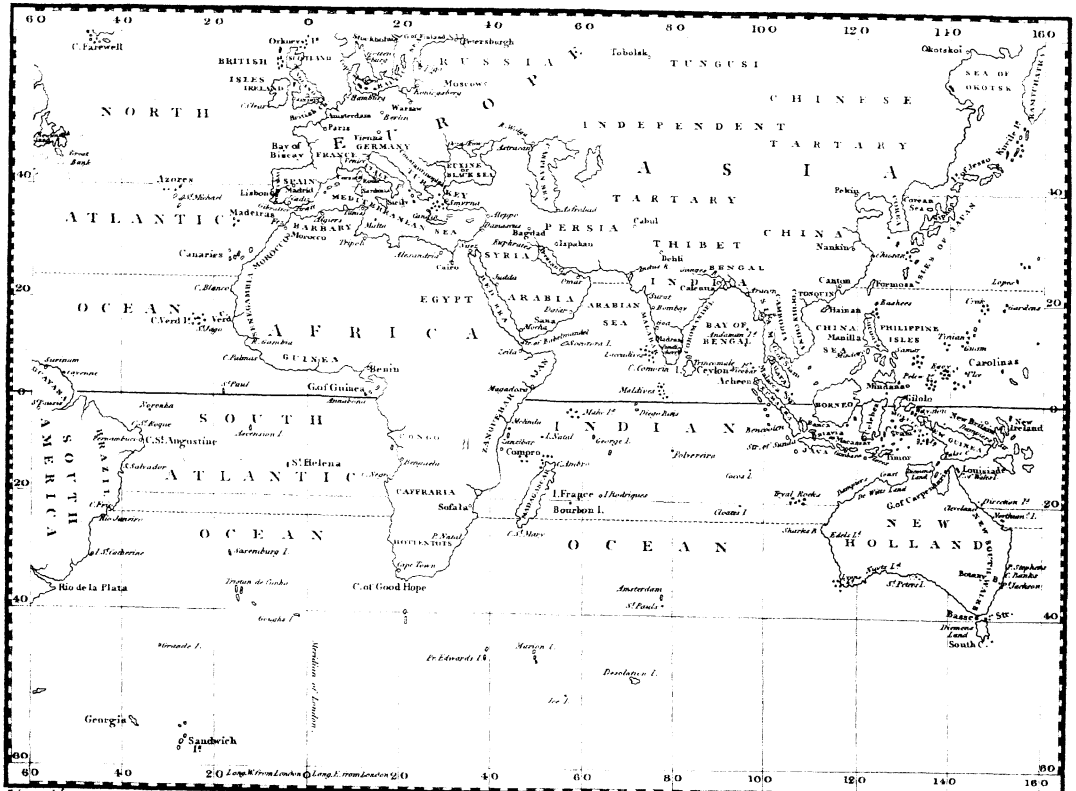
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ORIENTAL COMMERCE;

CONTAINING

A GEOGRAPHICAL DESCRIPTION

OF THE PRINCIPAL PLACES IN

The East Indies, China, and Japan,

WITH

Their Produce, Manufactures, and Trade,

INCLUDING THE COASTING OR COUNTRY TRADE FROM PORT TO PORT

ALSO

THE RISE AND PROGRESS OF THE TRADE

OF THE VARIOUS

EUROPEAN NATIONS WITH THE EASTERN WORLD,

PARTICULARLY THAT OF THE

ENGLISH EAST INDIA COMPANY,

FROM THE

DISCOVERY OF THE PASSAGE ROUND THE CAPE OF GOOD HOPE

TO THE

PRESENT PERIOD;

WITH

An Account of the Company's Establishments, Revenues, Debts, Assets, &c. at Home and Abroad.

Deduced from authentic Documents, and founded upon practical Experience obtained in the Course of Seven Voyages to India and China,

BY WILLIAM MILBURN, ESQ.

OF THE HONOURABLE EAST INDIA COMPANY'S SERVICE.

VOLUME THE FIRST.

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TO THE

RIGHT HONOURABLE ROBERT, EARL OF BUCKINGHAMSHIRE,

PRESIDENT OF THE BOARD OF CONTROUL, &c. &c.

My Lord,

Presuming that the following Work will interest every one connected with the affairs and commerce of the East Indies, to whom can it be inscribed with so much propriety as to yourself? Placed so conspicuously as your Lordship is in the Councils of His Majesty, no one at this important crisis participates more largely in all that relates to our Eastern possessions, and no one is, therefore, better qualified to decide upon its merits.

Were I to revert to the high and illustrious office your Lordship, so honourably to yourself, and so advantageously to the Empire, filled in the Eastern world, I should not fear the imputation of flattery, while the records of the East India Company remain in existence, and their executive body bear so just and ample a testimony to your ability and worth:—"Your administration in India was distinguished by wisdom and energy, mildness and integrity; your intelligence extended to all its concerns, commercial, civil, and military; and your judgment, zeal, and activity in the public service were unrivalled."

My Lord, with the world at large would I, humbly and diffidently, thus publicly offer my tribute of respect for your Lordship's character and conduct; but grateful to my feelings will it ever be to acknowledge the many instances of favour

and protection I have privately had the honour of receiving from you. In presenting, therefore, to your Lordship's candour the performance to which many years of my life have been dedicated, I entreat that it may be accepted by your Lordship as an evidence of my gratitude and regard.

I have the honour to be, with the utmost respect,

My Lord,

Your Lordship's most faithful and devoted Servant,

WILLIAM MILBURN.

131, Leadenhall Street,
March 25, 1813.

PREFACE.

THE commercial concerns of the extensive countries within the limits of the East India Company's charter are so little known in Great Britain, that any attempt to elucidate them, must be always acceptable, but more particularly so at the present time, when the public attention is directed to the consideration of East India affairs.

The materials of which this work is composed, have been collected during a period of twenty-five years actively employed in the sea service of the Company, and in commercial pursuits in England immediately connected with it. During the above period, the Author performed seven voyages to and from the East Indies and China, and had the benefit of repeatedly visiting the principal places referred to in the work. These opportunities were well calculated to qualify him for the task he has undertaken; and with what success he has performed it, is now submitted to the judgment of the public. It has been his aim through the whole to render every thing in the numerous subjects it comprehends, as plain and intelligible as possible.

The geographical and historical matter has been drawn from the best and latest writers, and the Author has endeavoured to be accurate without being too diffuse.

The statements of the relative value of the coins, weights, and measures were made from personal observations at the different places the Author has visited, from the authorities of such as have treated on these subjects before him, and from the kind assistance of various friends conversant therein. He has to regret, however, that they are less perfect than he could wish, from the want of a fixed standard even at the principal settlements. Here it may be necessary to remark that Indian accounts are kept in lacs of one hundred thousand each: thus, £1,234,567 would be stated in rupees 12,34,567:—twelve lacs, thirty-four thousand, five hundred and sixty-seven rupees.

The statements of duties, and the various regulations in the shipping and commercial departments of the principal settlements, have been brought down to the latest period; and as observations upon the provisions and refreshments procurable at the various places, must be admitted to be essentially necessary to those connected with the commerce of the East Indies, particular care has also been taken to give a correct detail of them.

The lists of European and other commodities suitable to the markets at the British Presidencies are made up from actual transactions. Those of Bombay will appear more extensive than at the other settlements. The Author's connexions were chiefly there, and the

calamitous fire, which a few years since destroyed the warehouses of the merchants, made the orders from that settlement more numerous. By a reference to these lists it will be seen that there is scarcely an article manufactured in Great Britain, or any other part of Europe, but what is carried in considerable quantities to India in the investments of the Commanders and Officers in the Company's service.

The directions for chusing the various productions of India and China are given from the best authorities; and the quantities imported and sold, will enable the merchant to ascertain, with a great degree of accuracy, the demand for each article, and the price it has generally borne at the Company's sales.

The trade from port to port in India, carried on by Native or European merchants resident there, commonly called the Country Trade, is fully shewn by numerous tables: and from the lists of the articles which compose the imports and exports, it will be seen that the productions of the western hemisphere bear but a very small proportion in this trade.

The commerce carried on by Foreigners with the British Settlements is extremely beneficial to the latter, the greater part of the imports consisting of treasure, and the exports of the manufactures of England. The articles imported, are principally wines, spirits, naval stores, and metals, interfering in a very small degree with the trade carried on by the East India Company, or the Commanders and Officers in their service.

In stating the rise and progress of the commerce carried on with India and China by the various nations of Europe, the best authorities have been consulted; and the Author has entered into a detail of their commercial transactions, particularly those of the English, to a much greater extent than has hitherto been done. It was intended to close the account of the English East India Company with a detail of the particular branches of their service at home, the benefits resulting to individuals belonging to their numerous establishments, and the internal arrangement of the various departments; but as delays have already occurred in the publication of this work, and it seems particularly called for at the present juncture, it has been judged best to give the public that part of it which is now ready, and to reserve what remains for a future opportunity.

It will easily be seen that a work of this nature required great labour and attention, diligent research, and persevering enquiry, to render it worthy of public attention; and the Author, as he has already stated, has had the advantage of many years' experience. Having thus briefly acquainted the reader with the nature of it, it is only necessary to add, that it was begun, and has been carried on, under circumstances very adverse to such an undertaking; and should it experience the public patronage, the Author will think himself happy in having contributed to the commercial interests of the empire. A work so arduous and complicated can hardly be thought to be without errors; the Author, therefore, upon this point claims the indulgent candour of his reader.

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INTRODUCTION.

RISE AND PROGRESS OF THE COMMERCE

BETWEEN

ENGLAND AND THE EAST INDIES.

THE advantages which Great Britain has derived from its commerce with the East Indies for upwards of two centuries, by the immense wealth it has introduced into the country, the large pecuniary supplies it has afforded the Government, and the assistance it has given to her naval power, to which her exaltation among the nations may be attributed, are so truly beneficial, that it will not be thought an unimportant object in the commencement of this work to endeavour to trace its rise and progress, and to place in a clear light the present situation of so essential a branch of the national trade.

Some historians allege that the East Indies were not unknown to Britons in very ancient times.

William of Malmesbury relates that in the year 883, Sighelmus, Bishop of Sherborne in Dorsetshire, being sent by King Alfred to Rome with presents to the Pope, proceeded from thence to the East Indies, to visit the tomb of St. Thomas at Meliapour, by whose means the English nation had an early view of the riches of those countries, in the spices and jewels which the Bishop brought back with him.

With respect to the importation of the manufactures and productions of the East into Europe antecedent to the discovery of the passage round the Cape of Good Hope, we find that in the thirteenth century the Mahometan Moors made a conquest of the greater part of the Peninsula of India, as well as of the most valuable of the Spice Islands; and having engrossed the commerce of those countries, they transmitted, during that and the two following centuries, the rich merchandise of Asia for the European markets, chiefly from Aden in Arabia, by the Red Sea to Suez, from whence it was conveyed upon camels to the Nile, and there shipped for Grand Cairo and Alexandria; and sometimes it was carried from the Persian Gulf to the Euphrates, and afterwards conveyed by caravans to Aleppo. From those places it was dispersed by the Venetian and other European merchants over the western world. England was supplied with Indian commodities by an annual ship from Venice, of great burthen and immense value, which they sold at their own prices. In this condition the commerce remained for a considerable time, without any attempt of the English to participate in so beneficial a trade.

The Portuguese had the credit and good fortune of making the important discovery of a passage by sea to the East Indies. It was soon followed by their acquisition, partly by treaty, but chiefly by conquest, of numerous settlements on the coasts of the peninsula of India and the Eastern Islands, which enabled them to supply the European markets with all kinds of East India goods, which they enjoyed for nearly a century, without any other European nation endeavouring to participate with them in this lucrative branch of commerce, on the ground of their original discovery, by which it was held that all other nations were excluded from a communication with India by the same route.

1497. King Henry VII. fitted out two vessels under the command of John Cabot, a skilful and enterprising navigator, with a view of discovering a north-western passage to India. He proceeded as far as 67° 30' North latitude; but in consequence of the mutinous disposition of his crew, he was obliged to stand to the southward, and in the course of his passage home, he fell in with Newfoundland, and the Continent of North America.

1549. Sebastian, the son of John Cabot, inheriting the idea of his father, that there was a shorter passage to India than round the Cape of Good Hope, persuaded a number of merchants in London to raise a capital of £6000, in shares of £25 each, for the purpose of prosecuting the discovery of a passage to the North-west. They obtained the King's Charter, and in 1553 fitted out a fleet of three ships under Sir Hugh Willoughby, who sailed on the 10th of May. Sir Hugh Willoughby with his crew were all lost. Captain Chancellor, the second in command, arrived at a port in Russia, travelled to the Court of the Czar, or Emperor, and laid the foundation of the present Russia Company.

1576. Previous to this period, very considerable privileges were granted by the Grand Signior for the establishment of a Turkey trade, in consequence of a treaty between England and the Porte. The Turkey or Levant merchants were at this time looked upon as the true East India traders, by means of their factories at Alexandria, Aleppo, Damascus, and the different ports of Egypt and the Turkish dominions. A new channel of trade had also been set on foot through Russia to Persia for raw silk, and Queen Elizabeth had sent letters to the Sophy of Persia, requesting permission for her subjects to trade in his dominions. The Sophy granted them an immunity from tolls or customs on their merchandise, and full protection to their persons and goods.

Mr. Thorne, a London merchant, who had long resided at Seville, and there acquired some knowledge of the East India trade, represented to King Henry VIII. the advantages this kingdom might derive from the eastern commerce. His proposal was to open a passage by the north-west to Tartary and China; and some merchants of London, in expectation of reaping the benefit of this discovery, fitted out two ships under Captain Frobisher, which were unsuccessful in several attempts; and the idea of finding a passage in that direction was rejected, as being hazardous and impracticable.

1577. Sir Francis Drake fitted out an armament at his own expence, consisting of the Pelican under his own command, and four other ships, with which he sailed through the Strait of Magellan into the South Seas, where he did the Spaniards incredible mischief, and acquired an immense booty. On the news of this reaching Spain, a strong force was sent to intercept him in his return; to avoid which, being by losses reduced to a single ship, he determined to proceed home by the Cape of Good Hope. In the course of his passage he touched at Ternate, one of the Molucca Islands, whose King was then at war with the King of Tidore, at the latter of which places the Portuguese had formed a settlement. Sir Francis having afforded the King of Ternate some assistance against his enemies, a treaty of amity and commerce was entered into between them, in which the King agreed to supply the English nation with all the cloves produced in his country; he also, according to the Eastern custom, formally ratified the contract by the delivery of a present. At Ternate Sir Francis took on board a large quantity of cloves, and in February, 1580, departed for

England, where he arrived on the 3d of November following. In this voyage Sir Francis not only established his reputation as the first person who had performed a complete voyage round the world, but he had the honour of being the first who opened a direct commercial intercourse between England and India.

1583. Three English merchants, Fitch, Newberry, and Leedes, travelled overland to India, provided with letters to the King of Cambay, the Emperor of China, &c. They proceeded to Tripoli, from thence to Bagdad, and down the Tigris and Persian Gulf to Ormus, where they embarked for Goa; they then proceeded to Agra, where Leedes entered into the service of the Great Mogul; Newberry died in India; and Fitch proceeded to Ceylon, Bengal, Pegu, Siam, Malacca, and many other parts of the East Indies, in all of which places they found the Portuguese settled, who threw every obstacle in the way of their progress. They were in general received kindly by the natives of the various countries they visited.

1586. Captain Cavendish commenced his voyage round the globe, sailed from Plymouth, the 21st of July, arrived at the Cape de Verd Islands in September, 1586, and entered the Straits of Magellan the 7th of January, 1587. He coasted along to the northward, then proceeded to the Ladrones, where he arrived on the 3d of January, 1588, and by the 6th of March passed the Straits of Sunda, and arrived at Plymouth on the 9th of September, 1588, by the way of the Cape of Good Hope. This was the second voyage round the world performed by the English.

1587. England at this period was at war with Spain and Portugal. Sir Francis Drake captured, near the Azores, a Portuguese carrack from the East Indies, and brought her to England. The papers of this ship afforded so much information as to the value of the trade, and the mode of conducting it, that Camden considers them to have furnished the first idea of establishing a trade thither from England.

1588. The Spaniards complained of the English having infringed their right by frequenting the Indian seas, alluding to Sir Francis Drake sailing round the globe. Queen Elizabeth replied, "It is as lawful for my subjects to do this as the Spaniards, since the sea and air are common to all men."

1591. The voyages undertaken by Sir Francis Drake and Captain Cavendish, though more for the purpose of annoying and distressing the enemy, and profiting by the booty, than with a view to commercial objects, afforded such an insight into the trade of India, as, combined with the information procured from others, who had visited that country by circuitous routes, induced some merchants of London to set on foot a voyage thither, direct by the way of the Cape of Good Hope, in defiance of the claims of the Portuguese to the exclusive right to the navigation by that route. This voyage was undertaken with three ships, the Penelope, the Merchant Royal, and the Edward Bonaventure, under the command of Mr. George Raymond and Mr. James Lancaster; and although its principal object was to establish a commercial intercourse between the two countries, the advantages of privateering were still kept in view. In their passage to the Cape they were successful in capturing several Portuguese ships; but this occasioned so much delay, that they had to encounter the difficulties of weathering the Cape in the most inclement season; in addition to which, their crews were so sickly, that they were obliged to send back the Merchant Royal. The other two ships pursued their voyage, but soon after parted company in a gale of wind; and the Penelope with Captain Raymond was never more heard of. Captain Lancaster reached the Indies, and took in pepper at Sumatra; but, owing to the sickly state of his crew, could not reach the Moluccas. On his return home, being in want of provisions, he made for the West Indies, where, whilst himself and the chief of the crew were on shore upon an uninhabited island, in search of means for supplying their wants, the remainder ran away with the ship. Here he continued some time, till at length he was relieved, and brought home; but in the interim most of his crew had perished.

1592. Some private ships of war captured a large Portuguese carrack, called the Madre de Dios, of 1600 tons burthen, and brought her into Dartmouth; she was the largest ship ever seen in England. The cargo consisted of spices, calicoes, silks, gold, pearls, drugs, China-ware, &c. valued, at a moderate computation, at £150,000. The possession of such immense foreign riches greatly encouraged the English to go directly to the East Indies on a mercantile account.

1596. Sir Robert Dudley and others fitted out three ships, with the intention of trading to China. Wood, the commander, had letters from Queen Elizabeth to the Emperor of China. This expedition was very unfortunate; not one of the company ever returned to give an account of the rest.

1599. In this year Queen Elizabeth sent Sir John Mildenhall overland, by the way of Constantinople, to the Court of the Great Mogul, to apply for certain privileges for the English Company, for whom she was then preparing a charter, in which he was long opposed by the arts of the Portuguese at that Court, who prepossessed the Mogul against the English, so that it was a considerable time before he could get the better of them.

The unsuccessful termination of Captain Raymond's expedition gave a damp to all future exertions upon individual account. The Dutch had by this time commenced a trade to India upon an extensive scale, with a prospect of success. At this juncture England, not being able to get supplied with Eastern commodities from Lisbon, on account of the war, could only obtain them through the medium of the Dutch, or her own Turkey Company, by way of the Levant. The Dutch, taking advantage of this circumstance, raised the pepper upon us, from about three shillings to the extravagant rate of six and eight shillings per pound. Aggrieved by this imposition, the merchants of London conceived an idea of putting in for a share of this trade. A meeting was accordingly called on the 22d of September, 1599, at Founders' Hall, at which the Lord Mayor and most of the Aldermen and principal merchants of the City, to the number of 101, attended, and agreed to form an association, for the purpose of establishing a commercial intercourse with India direct. The sum raised for that purpose was £30,133 6s. 8d.

At a subsequent meeting persons were appointed to conduct the concern; and it was agreed that a petition should be presented to the Lords of the Privy Council, setting forth, "that, stimulated by the success which has attended the voyage to the East Indies by the Dutch, and finding the Dutch are projecting another voyage, for which they have bought ships in England; the merchants, having the same regard to the welfare of this kingdom that the Dutch have to their commonwealth, have resolved upon making a voyage of adventure, and for this purpose entreat Her Majesty will grant them letters patent of incorporation, succession, &c.; for that the trade, being so far remote from hence, cannot be managed but by a joint and united stock." On the 4th of October, at a meeting of the subscribers, they were informed by the committee, that the Lords of the Privy Council were pleased to favour the enterprise, and had promised to further the business with her Majesty. On the 16th they reported that her Majesty had expressed her gracious approbation of the voyage, as also that the Lords of the Council desired some of the principal adventurers would attend them to receive orders for their further proceedings.

At this juncture an attempt was made on the part of Spain to negotiate a peace with England. Commissioners had arrived for that purpose, and it was foreseen that one of the main points that Spain would insist upon, would be to exclude England from the trade to India, and it was apprehended that this would be conceded to them; it was therefore judged advisable to bring matters to a test before the voyage was so far entered upon, as to recede without loss and disappointment. A petition was accordingly presented to the Lords of the Council, "soliciting their Lordships' warrant, that the voyage might be proceeded upon without any hindrance, notwithstanding the treaty, and that by reason thereof, they should not be staid when the shipping was prepared." In reply to this petition, they were informed that "their Lordships declined granting such warrant, as deeming it more beneficial for the general state of

merchandise to entertain a peace, than that the same should be hindered by the standing with the Spanish Commissioners for the maintenance of this trade, and thereby forego the opportunity of concluding the peace." Upon this intelligence, the adventurers, "fearing lest, after they were drawn into a charge, they should be required to desist from the voyage, were determined to give up the concern." Fortunately, however, for the best interests of the country, the Commissioners did not agree, and the negotiation for peace was entirely broken off.

1600. Availing themselves of the breaking off the Spanish treaty, the merchants made application to the Queen for a charter, empowering them to undertake a trade to the East Indies. On the 31st of December, 1600, their request was granted, and an East India Company erected under the title of "The Governor and Company of Merchants of London trading to the East Indies." A charter was granted, and they were formed into a body corporate, with a common seal, which they were permitted to alter at pleasure.

The management of their concerns was placed under a Governor and twenty-four committee-men, to be annually chosen in July in each year, who were to have the direction of voyages, provision of shipping, and sale of merchandise.

The members of the Company, their sons of the age of twenty-one years, and their apprentices, factors, and servants, were authorized to carry on trade to the East Indies (that is, to all countries beyond the Cape of Good Hope to the Straits of Magellan) for fifteen years from Christmas, 1600, on the following terms, *viz.* "Freely to traffic and use the trade of merchandise by sea, in and by such ways and passages already discovered, or hereafter to be found out or discovered, as they should esteem and take to be fittest, into and from the East Indies, into the countries and ports of Asia and Africa; and into and from all the islands, ports, havens, cities, creeks, rivers, and places of Asia, Africa, and America, or any of them beyond the Cape of Good Hope to the Straits of Magellan, where any trade or traffic may be used to and from every of them, in such order, manner, form, liberty, and condition as they themselves should from time to time agree upon."

They were also empowered to make bye-laws, to inflict punishments, either corporal or pecuniary, provided such punishments accorded with the laws of England.

To export goods free of duty for four years; and afterwards the duty of all exports which should miscarry, to be deducted from future goods when shipped.

For the customs of imported goods they were allowed six months' credit for half, and twelve months for the payment of the remainder, with a free exportation for thirteen months.

They were also permitted to export to the amount of £30,000 in foreign coin or bullion, provided that £6000 were recoined in her Majesty's mint.

All other her Majesty's subjects were by this charter excluded, under severe penalties, from this traffic, without the assent and leave of the Company.

The charter was not to extend to any place in the actual possession of any of her Majesty's allies.

The Company were obliged to return, six months after the completion of a voyage, the same quantity of silver, gold, or foreign coin as they had exported, the first voyage excepted.

This proviso was likewise added, that "if within the space limited by the charter, this monopoly should appear in any respect detrimental to the public, it should then, upon two years' warning under the privy seal, become null and void. But if experience proved this new corporation was for the weal and benefit of the nation, in this case her Majesty passed her royal word, not only to renew their charter, but to add such other clauses and graces as should appear most conducive to the interest of the commerce, the undertakers, and the kingdom in general, the true end of all public enterprises."

In consequence of this charter, the merchants began to raise a joint stock for the execution of the design, which became so popular, that in a short time £72,000 were paid into the treasurer's hands.

The Company purchased the Susan for £1600, and the owners agreed to give £800 for her after her return from the first voyage. The Malice Scourge, afterwards named the Dragon, of 600 tons, with all her stores, was bought of the Earl of Cumberland for £3700; and they came to a resolution "not to employ any gentlemen in any place of charge." The allowances granted to the commanders were to be, £100 wages, and £200 on credit for an adventure; and as an incitement to activity and zeal in the service, if, on their return, the profit yielded 2 for 1, they were to be allowed £500; if 3 for 1, £1000; if 4 for 1, £1500; and if 5 for 1, £2000. Thirty-six factors, or supracargoes, were nominated. Three principal, or factors of the first class, were each to be allowed £100 for equipment, and £200 as an adventure; four factors of the second class, £50 for equipment, and £100 for an adventure; four of the third class were to have £30 for equipment, and £50 for an adventure; and four of the fourth class were to be allowed £20 each for equipment, and £40 for an adventure. They were to give security for their fidelity, and that they would abstain from all private trade; the principal factors to the extent of £500 each, and the others in proportion.

A fleet of five ships, the Dragon of 600 tons, the Hector of 300, the Ascension of 260, the Susan of 240, and a tender, under the command of Captain James Lancaster, was equipped and manned, the cargoes of which were composed of bullion, £28,742; and goods, consisting of iron, tin wrought and unwrought, lead, 80 pieces of broad-cloths of all colours, 80 pieces of Devonshire kersies, 100 pieces of Norwich stuffs, with smaller articles intended as presents, amounting to £6860. They were furnished with letters and presents from the Queen to the Kings of Acheen and Bantam. The fleet sailed from England the 13th of February, 1601, and arrived at Acheen the 5th of June, 1602, where they were received with every mark of distinction; they formed a treaty, and left factors, but did not obtain a sufficiency of pepper to load their ships. From thence they sailed to Bantam, and were graciously received. So successful in every respect was this fleet, that it excited the jealousy of the Portuguese, who soon began to do the English all the mischief in their power. Having settled factors at Bantam, Lancaster set sail for England, and arrived, after a prosperous voyage, in the Downs on the 11th of September, 1603. On their passage home, they took possession of the Island of St. Helena.

During the absence of these ships, it had been proposed to follow up the efforts of the first adventurers by setting forth, in the subsequent season, a second voyage upon a new subscription; but though the measure was strongly recommended by the Lord High Admiral, the Lord Treasurer, the Lords of the Council, and even by her Majesty, who went so far as to intimate, "that by not following up the business with spirit, in the manner of the Dutch, it seemed as if but little regard was entertained for her Majesty's honour, or the honour of the country;" yet so averse were people at that time to hazard their property in untried speculations, that no sufficient number of persons could be found who were disposed to engage further in this trade, till it should be known how far the original adventure was likely to succeed.

Captain Lancaster's return took place at a most unfortunate period. The plague was then raging in London, from whence most of the principal inhabitants had withdrawn themselves, in order to escape from its direful effects. A large sum of money, not less than £35,000, was unavoidably required to defray the current expences, such as seamen's wages, the King's duties, and other incidental charges. There was no prospect of obtaining the money by a present sale of the Company's commodities, nor were they enabled to borrow it, even upon the credit of men of the first responsibility. It was also no less necessary that measures should be taken for raising a fund for fitting out a second voyage in the subsequent season, to which no new adventurers shewed an inclination. Under these discouraging circumstances, the original adventurers, as a measure of necessity rather than choice, resolved that each subscriber of £250 to the first capital, should be required to advance a further sum of £200 in addition thereto, in consideration of which, he should be allowed to receive pepper and spices, at given rates of valuation, to the amount of £500, to be disposed of at his own discretion. In this way a further sum of £60,450 was raised, which

at once furnished a supply for the existing demands, and enabled the original adventurers to send out again the same ships upon a second voyage.

1604. The East India Company sent out their second voyage under the command of Sir Henry Middleton with four ships, the same as performed the former voyage. They were to proceed, in the first instance, to the factories which had already been established, but with permission to open a trade with the Spice Islands. The sum subscribed for the second voyage, £60,450, was expended as follows:—For repairs of the ships, for stores, and provisions £18,140; bullion £11,160; goods £1,142. This fleet sailed the 25th of March, 1604, and arrived at Bantam on the 22d of December, where two ships were laden with pepper; the other two were sent to Banda and Amboyna for nutmegs, mace, and cloves. Captain Middleton arrived in England in May, 1606, with the loss of one of his ships. The profits upon this and the former voyage amounted to 95 per cent. upon the capital originally subscribed, clear of all charges.

The success of these two voyages induced private merchants who were not partners in the Company's stock, to endeavour to obtain a participation in the trade. King James I. in this year granted a licence to Sir Edward Michelborne and others, to trade to "Cathay, China, Japan, Corea, and Cambaya, &c. and the isles thereto belonging, and to trade with the said countries and people, not as yet frequented and traded unto by any of our subjects or people, without interruption, any restraint, grant, or charter to the contrary notwithstanding." This licence was a direct violation of the exclusive privileges granted by Queen Elizabeth to the Company; and is memorable for its being the first appearance of private traders, who were termed interlopers, endeavouring to participate in the Company's commerce. Michelborne, on his arrival in India, instead of exploring new places of trade, as was the professed object of his voyage, committed various depredations upon the Chinese junks trading among the eastern islands; and having obtained a considerable booty, he returned to England with the plunder. This not only brought disgrace upon the English name, but in some degree involved the Company's affairs at Bantam in confusion.

1606. Notwithstanding these unpromising appearances, there were still found among the adventurers some public spirited persons who were unwilling to abandon the trade, provided they could be assured of meeting with due support and protection from the State. Being satisfied on this head, a new subscription was entered into, which produced a capital of £53,500. With part of this sum the new subscribers purchased of the original adventurers their outstanding remains, and the remainder was employed in fitting out the third voyage, consisting of three ships, the Dragon, Captain Keeling; Hector, Captain Hawkins; and Consent, Captain Middleton. The expence of repairs and equipping this fleet amounted to £28,620; the cargo was estimated at, bullion, £17,600, and goods £7280; forming a total of £24,880.

The Dragon and Consent went to Bantam, and from thence to the Moluccas, some of which being in possession of the Dutch, and others of the Spaniards and Portuguese, they were refused liberty of trade, and ordered away, on which they returned to Bantam, and procured a lading of pepper, and a small quantity of cloves. The Hector proceeded to Surat, with powers from King James to treat with the Mogul. Captain Hawkins, who commanded her, experienced every opposition from the Portuguese and the Governor of Surat; he, however, succeeded in reaching Agra, and delivered the King's letters to the Mogul, who received him favourably, and gave him a grant for establishing a factory at Surat. This excited the enmity of the Portuguese and the Governor of Surat, at whose solicitation the Mogul was induced to revoke the grant, and forbid the English his ports for ever. Captain Hawkins having in some degree been enabled to repel the misrepresentations made by the enemies of the English, the Mogul was led to reinstate them in their privileges; but being of a fickle disposition, the Portuguese again obtained an ascendency over him, and, by dint of presents, accomplished their views of excluding the English: whereupon Hawkins left Agra in disgust, and arrived in England in 1613. The original cost of the above cloves brought from Amboyna

in this fleet was £2,948 15s. and they sold in England, in December, 1608, for £36,287: the profits upon this voyage amounted to 234 per cent. on the original subscription. The subscription for this voyage was raised on a new plan. In the former voyages each subscriber had a voice in the regulation of the concerns, which in all matters of importance were transacted in a General Court. This had been productive of inconvenience, as the minor interest in numbers frequently prevailed over the major in value.

In the first and second voyages, out of 237 subscribers, 212 were in sums under £300; and in the third, out of 205, 108 were under £200, and 36 under £300. To remedy this, it was resolved that no person should subscribe less than £500; but as it would have been difficult to procure a sufficient number of persons who would be inclined to venture so large a sum at their own risk, a modification was adopted, by which whoever subscribed £500 or upwards, might take under-subscribers, who should be entitled to a share of the profits that attached to the principal subscriber, in proportion as such under-subscription should bear to the main subscription of the person under whom they subscribed; but that they should have no voice in the management of affairs, which should be confined only to the principal subscribers of £500 and upwards.

1607. The fourth voyage commenced with two ships, the Ascension and Union, under the command of Captain Sharpey. A subscription of £33,000 was entered into. The expence of repairs and equipment amounted to £14,600; the cargo consisted of £15,000 in bullion, and £3,400 in goods. This voyage was unfortunate. The Ascension arrived at Aden the 8th of April, 1609, and obtained the grant of a free trade, but was afterwards lost off Diu. The Union proceeded to Priaman on Sumatra, and obtained a cargo of pepper, and on her voyage home was lost on the coast of France.

1608. Upon the arrival of the Consent from the Moluccas, belonging to the third voyage, with a cargo of spices, which the Commander, by dint of bravery and exertion, had obtained, in spite of every effort of the Dutch to prevent it, the adventurers agreed to raise an additional subscription of 25 per cent. on their capital, to send out another ship, the Expedition, Captain David Middleton, for the fifth voyage, the equipment of which cost £6000. The cargo consisted of £6000 in bullion, and £1700 in goods. This ship was destined to Bantam and Banda; but the Dutch being in possession of the latter place, they were refused permission to trade; on which they proceeded to Pulo Way, where he procured a valuable cargo, consisting of nutmegs, mace, pepper, and other commodities. Captain Middleton's conduct was equally conspicuous in this as in the former voyage; and upon the final adjustment of the whole concern, there was divided a profit of 211 per cent.

1609. Although the fifteen years' exclusive trade granted to the East India Company by Queen Elizabeth, was not to expire till 1615, the inconvenience which the Company experienced from the interference of private traders, induced them to make application to King James for a renewal of their privileges. After reciting the charter of Queen Elizabeth, the King, by letters patent, dated the 31st of May, 1609, confirmed the right to the Company, to be a body politic and corporate for ever, with perpetual succession, and to make bye-laws; and this right was defined to be, to possess lands, and to alienate the same; but instead of limiting their exclusive privileges to fifteen years, "the whole entire and only trade and traffic to the East Indies for ever," was granted to the Company; and, by a prohibitory clause, all persons were enjoined not to trade within the Company's limits, except by licences obtained from them under their common seal; and to prevent any apprehensions which the Company might entertain of licences granted to private traders being obtained from the Crown, it was expressly stated, that the same should not be given without the consent of the Company, explaining that, notwithstanding these privileges, if the trade should not be found profitable to the realm, such exclusive privileges were to cease and determine after three years' warning.

At this period the East India Company wanted one advantage which other nations enjoyed. The Spaniards and Portuguese had harbours, of which they were absolute masters, and which they had secured by garrisons and fortifications. The Dutch, after their example, had begun to fortify themselves in different places. The voyages of the English were hitherto necessarily precarious, depending not only on the uncertainty of seasons and markets, which were frequently engrossed by others, but also on the will of the Dutch and other powers, who, in consequence of their forts, could exclude them from their ports; but experience, and the practice of other nations, soon convinced them of the necessity of supporting the simple title of merchants by power.

The shipping at this time was to a very limited extent. It appears, from a remonstrance from the Corporation of the Trinity House, that in 1588 the whole number of ships in the navy were 150, of which only 40 belonged to the Crown; that there was a like number of vessels employed in trading voyages to all parts, the average burthen of which was about 150 tons each. In 1602 it was represented that, within the last 12 years, the shipping and seamen of the country were decayed about one-third, owing to the wars with Spain, losses by captures, and in the many private adventures and expeditions to America, Africa, &c. Sir William Monson, in his Naval Tracts, states that at the death of Queen Elizabeth, there were not more than four ships in the kingdom, of 400 tons each; and the ships that sailed to India in 1601, were described by him as "four of the best merchant's ships in the kingdom."

The Company, not being able to procure vessels of a sufficient burthen for their voyages, either in England or at any foreign ports, came to the resolution of building their own ships; they in consequence purchased a piece of ground at Deptford, where a dockyard was formed, and storehouses and other conveniences erected at a very great expence, and in this year was launched from the yard, to use the words of Sir William Monson, "the goodliest and greatest ship that was ever framed in this kingdom," and from this beginning, he adds, may be dated the "increase of great ships in England."

This effort on the part of the Company was viewed by all ranks with great exultation. King James I. honoured the launch with his presence, accompanied by his son (afterwards Charles I.) the principal officers of state, and great numbers of the nobility. His Majesty performed the ceremony usual on such occasions, and named her the "Trade's Increase." After the launch, the King and nobility partook of a sumptuous banquet, provided at the Company's expence; and it was then spoken of, as a specimen of eastern magnificence, that the whole of the tables were covered with services of China-ware.

1610. The Company, having raised a capital of £80,163 for a sixth voyage, dispatched the Trade's Increase, the Pepper Corn, and Darling, under the command of Sir Henry Middleton. The object of this voyage was to open a new source of trade. It was conceived that large quantities of British commodities, particularly woollens and metals, might be disposed of in the Red Sea; and that calicoes and other Indian articles might be procurable from the Mogul's subjects who traded thither; which being carried to Bantam, the Moluccas, &c. might be disposed of in barter for spices and drugs. Upon landing at Mocha, their goods were seized, and Sir Henry and several of his associates committed to prison, where they were detained several months. They at length made their escape; and having arrived on board their ships, Sir Henry obtained restitution of his losses by threatening to use force. Having remained in the Red Sea during the monsoon, he pursued his voyage to Surat, where his landing was opposed by the Portuguese, and effected only by force. Owing, however, to the intrigues of the Portuguese, they were not permitted to trade. Sir Henry thereupon returned to the Red Sea, where he seized several of the Mogul's ships, and obliged them to compound for their release, by a sum equivalent to the loss he had sustained by the frustration of his voyage. He then proceeded to Ticoo on Sumatra, where, and at Bantam, he loaded home two of his ships with pepper; but was obliged himself to remain behind, to repair the damage which his ship, the Trade's Increase, had sustained by running on a rock. In careening the ship in Bantam

roads, she overset, at which Sir Henry was so much affected, that he soon after died of grief. The concern on its termination, nevertheless, divided their capital with £121 13s. 4d. per cent. profit.

The seventh voyage was undertaken with a single ship, the Globe, under the command of Captain Hippon, having on board two merchants, who had quitted the service of the Dutch, and entered into that of the English East India Company. The object of this voyage was to open a trade on the Coast of Coromandel for calicoes, partly for sale in the Eastern islands, where they were in great demand, and also for trial at home. They sailed from the Downs on the 5th of February, 1610, and proceeded to the Coromandel Coast; but were prevented trading at Pulicat by the Dutch, who were settled there, and had the grant of an exclusive trade. At Pettapole they traded, and left factors. At Mausulipatam they also traded, paying 4 per cent. customs; the Governor wanted to exact 12. From thence they proceeded to Bantam, and settled a trade with the King, paying 3 per cent. customs. From thence they went to Patany, where they were favourably received, and allowed a free trade. They likewise settled a factory at Siam, and returned to Mausulipatam the 16th of December, 1613. In 1614 the King of Narsinga invited them to settle a factory; but he dying before they left the place, the Governor, who had obtained goods of them, refused payment of his debt: on this they seized his son, and carried him on board their ship; he then paid their demand, and obtained his son's release. They then went back to Bantam, where they took in a cargo, and returned to England.

The profits from this voyage were 218 per cent. on the sum of £15,364 originally subscribed.

The value of the exports made by the Company in the years 1601 to 1610 was, in goods and stores, £51,673, in bullion £119,022, forming a total of £170,695, by which it appears that the bullion bore a proportion to the goods of 2 to 1. The value of the imports cannot be ascertained, as the Company occasionally made their dividends in goods, after the manner of the Dutch; but it may be estimated to amount to near £1,000,000 per annum. The amount of the duties paid during the same period was £97,950, on an average £9,795 per annum.

1611. The eighth voyage was a distinct concern, in the Clove, the Hector, and Thomas, under the command of Captain Saris. They sailed from England in April, 1611. On their arrival at Mocha, they were about to enter upon a trade, when the arrival of Sir Henry Middleton, on his return from Surat, put an end to all further proceedings. Sir Henry, on behalf of the sixth voyage, and Captain Saris for the eighth voyage, finding that if they acted separately, there would be a clashing of interest that might affect the good of the whole, agreed to take their measures in concert, allowing to the sixth voyage two-thirds, and to the eighth one-third of all their trading concerns. On this plan they stopped the Moorish ships from entering Mocha, and bartered with them for their commodities in exchange for European goods. Having finished their business in this way, they sailed for Bantam; here two of the ships took in pepper and spices, and Captain Saris, in the Clove, proceeded to open a trade with Japan. In his way he touched at the Moluccas, and could have obtained cloves of the natives, but the Dutch would not suffer him to trade; they insisted that the islands were theirs by right of conquest, and that the natives were under perpetual contract to supply them exclusively with the whole of their productions. At Japan Captain Saris met with a friendly reception, and obtained permission to trade. He afterwards returned to Bantam, and took in a lading for Europe. The capital raised for the eighth voyage was £55,947, and it yielded a profit of 211 per cent.

1612. The ninth voyage was a single ship that sailed for Bantam, and from thence to the Coast of Coromandel. The capital raised for the voyage was £19,164, and the profit 160 per cent.

The tenth voyage was made with two ships, the Dragon and Hoseander, under the charge of

Captain Thomas Best, a brave and discreet commander. The object of this voyage was to quiet the mind of the Mogul, in respect to the proceedings of Sir Henry Middleton, in laying the ships of his subjects under contribution in the Red Sea. Captain Best by great address accomplished his purpose. He entered into a treaty of amity and commerce with the Mogul, and procured a phirmaund, allowing the English nation permission to trade, on paying 3½ per cent. customs, the privilege of keeping an ambassador at Agra, &c. The Portuguese were nevertheless determined, if possible, to prevent the English from trading in the Mogul's dominions. For this purpose they collected the whole of their naval force, 4 galleons and 26 frigates, and attacked the English ships. The Portuguese, having the advantage of numbers, maintained an obstinate fight; but by the gallantry of Captain Best and his associates, after four several encounters, the Portuguese were entirely defeated with great loss, to the satisfaction of the Moors, who had considered them to be invincible. From Surat Captain Best proceeded to Acheen, where he procured a confirmation of the privileges granted to Captain Lancaster in the first voyage. He afterwards went to various places on Sumatra, and finally to Bantam, from whence he returned home with pepper, &c. The capital engaged on this voyage was £46,092, which yielded a profit of 118 per cent

The eleventh voyage was a single ship, sent out to bring home the remains of the adventurers who had subscribed to the third and fifth voyage. The sum subscribed was £10,669, and the voyage being made direct out and home in 20 months, the profit was 320 per cent.

The twelfth and last voyage consisted of a single ship only, the Expedition, Captain Newport, which took out Sir Robert Shirley, as the King's ambassador to Persia. Sir Robert was to have been landed at Guadel, to proceed to Ispahan by land; but a discovery being made that the natives had an intention of plundering and destroying him and his suite, they proceeded to Diu. Here the Portuguese opposed them; they accused Sir Robert of being a pirate, and treated his pass from the King of Spain as a forgery. The Governor of Diu was inclined to admit of their trading, but was prevented by the influence of the Portuguese; a conditional agreement was, however, made to admit the English in another year, on which they proceeded to Ticoo and Bantam, and loaded home with pepper. The capital for this voyage was £7142. The outward cargo consisted of £1,250 in money, and £650 in goods. The profit amounted to £133 18s. 4d. per cent.

It is observable that hitherto but little progress had been made in extending this trade, which scarcely merited the name of a national concern. The whole of the capitals raised for the twelve voyages, in the aggregate, amounted to no more than £464,281, or upon an average £38,690 for each voyage, which sum of £464,281 appears to have been invested in the following manner:

In merchandise, &c.	£62,111	or, on an average £5,201 per voyage.
Bullion	138,127	11,510 ditto.
Shipping, stores, provisions, &c.	263,746	21,979 ditto.

which gave a profit, one voyage with another, of 138 per cent.

That no erroneous idea may prevail with regard to the supposed magnitude of these profits, compared with the state of things at the present day, it will be necessary to bear in mind that the voyages above referred to, were seldom made in less than thirty months, and often were extended to three and four years, from the time of the ships leaving England till their return; that, upon their arrival, their cargoes were disposed of at long credits, from eighteen to twenty-four months, and that, from irregularity in the factors, as well in keeping, as in the transmission of their accounts, it was frequently six, seven, and eight years before the concerns of a voyage were finally adjusted; (the first and second voyage accounts, which commenced in 1600, were not brought to a close till 1609, and then it was by making over their remains to

the third voyage, who advanced the amount upon a valuation); taking it, therefore, upon a medium of seven years, it reduces it to something less than 20 per cent. per annum. It must also be noticed that this was not merely the simple profit of the voyage out and home, but included the accumulated profits of all the various barters and sales in their transit from port to port in India, which were by no means inconsiderable. It is further to be recollected that the Company, by building their own ships, and fitting them out within themselves, derived the advantages which now attach to the various professions employed in and about shipping; taking, therefore, all these circumstances into consideration, it may be fairly doubted whether the profits upon an insignificant sum under £40,000, were more than what they will be found to be upon a capital of £6,000,000.

The importance of this trade was daily becoming more apparent, and it was of course necessary to adopt measures for conducting it upon a more extended scale. Experience had laid open the error of carrying on the trade upon a separate account. The Dutch were early sensible of this evil, and by joining in one common stock, became united in one common interest; while the natives of India, unused to any other than national distinctions among the different descriptions of European traders, saw with astonishment the representatives of various societies of the same nation pursuing their several commercial speculations with all the zeal and avidity of professed rivals, and subject to all the jarrings and contentions which ever result from opposing interests. They beheld them with secret satisfaction underselling and overbuying each other in the same market; and being alive to their own interest, they did not fail to avail themselves of the opportunity that was thus afforded them, of depreciating the value of British, and enhancing the rates of their own Indian commodities.

Inconveniences also were no less felt at home in the disposal of the homeward cargoes. They were either sold at public sale, or divided among the adventurers in kind, as was best suited to the interests of the leading persons in the separate concerns; and it often happened that private accommodation was studied at the expence of the general good.

It was impossible under such circumstances that the English nation, divided amongst themselves, could maintain their ground against the Portuguese and Dutch, both of whom were endeavouring by every means in their power to compel them to abandon this branch of trade. It was therefore resolved to relinquish all further concerns on separate voyages, and to open a subscription for continuing the trade upon a joint stock account. The duration of the stock was purposely limited to four years, in order that the adventurers might have an opportunity of regulating their future conduct by circumstances as they should arise. The amount of the subscription was £418,691, which it was agreed should be advanced in equal proportions in each of the four years.

In the outset of this concern the Company were highly successful, although they had to contend with the violence of the Portuguese, and the treachery of the Dutch; the latter of whom, although they had acted very cordially with the English in resisting the attempts that were made by the Portuguese, to exclude both nations from any trading intercourse with that country, yet having obtained a secure footing themselves, they were now equally earnest in excluding the English.

1613. The first voyage on the joint stock consisted of four ships, under the command of Captain Nicholas Downton. On their arrival at Surat, they contended for a reduction of customs and other privileges. The Mogul, being at war with the Portuguese, sought the assistance of the English; but as peace subsisted at that time between England and Spain, to the latter of whom the Portuguese were then subject, it was declined. The Governor of Surat, displeased at this refusal of the English to assist the Mogul, used his utmost endeavours to prevent their being allowed to trade; and the Portuguese, with the most unprincipled ingratitude, availed themselves of the circumstance, insinuating that the English meant to lend their assistance to them against the Mogul. The Mogul, being at length

undeceived, sent his phirmaund, allowing the English to trade; and the presents for the Mogul were thereupon forwarded to Agra. Upon the appearance of a very considerable Portuguese fleet, the Government were terrified, and sued for peace, which was haughtily refused them. The Portuguese then attacked the English ships, but met with a severe repulse, in which many of their ships were burnt. This afforded great encouragement to the Mogul's people. Some attempts were made by the Jesuits to reconcile matters, which proved ineffectual, from the imperious demands made by the Portuguese, who procured a supply of fire-ships, and endeavoured to destroy the English ships, but without effect. The Viceroy then made proposals for peace with the Mogul, who in his turn proved haughty, upon which they retired to Goa. The English having transacted their business, departed for Bantam, where one of the ships procured a cargo of mace and silk, and proceeded to Masulipatam, and the others returned to England. Great complaints were made against the conduct of the Dutch both at Bantam and Macassar to the English factors.

An attempt was made to open a trade with Persia, where the English factors were well received.

1614. The dissensions that prevailed between the English and Dutch Company's servants in India were now become so serious and alarming, as to form a subject of discussion between the respective Governments in Europe. Commissioners were appointed on both sides to adjust these differences, and to fix upon some satisfactory plan for the regulation of the trade to India in future. In the conferences which took place on this occasion, a proposition was made on the part of the Dutch, that an union should be established between the two Companies, and the trade carried on as a joint concern. In support of this proposition, they urged that such a measure would be productive of the following signal advantages:

That with a stock of £1,200,000, the concern would be able to make a yearly return in spices alone, to the amount of 5 or £600,000.

It would keep up the prices, as care would be taken to bring no more than should be barely sufficient for the European demand.

It would be the means of effecting a reduction in the customs payable in India.

It would lead to the abolition of the practice of giving presents to the native Princes.

It would tend to increase the number of shipping, by the opening of a trade to China.

It would keep the factors and mariners in better subordination, and

It would operate to the exclusion of all other nations from the trade of India, as also enable them the better to make war against the common enemy.

Upon the English Company taking this proposition into consideration, it was remarked that the Moluccas, the especial place which the Dutch were so earnestly striving for, would not yield sufficient advantage to countervail the excessive charge of their maintenance.

That the prospect which the Company had of trade on the Malabar Coast bid fair to be productive of more solid advantages than could be expected to arise from the trade in spices simply; and that if an union were to be formed, the Dutch must be allowed a participation therein.

That the object of the Dutch was merely to obtain the assistance of the English in driving the Spaniards from the Moluccas.

That they deemed war to be a matter of state, and contrary to the mercantile course pursued, and intended to be pursued by the English; and,

That for two nations to join in monopolizing a trade to the exclusion of others, was, in their view of things, neither just nor practicable.

Upon the whole, therefore, they were of opinion the proposition could not be acceded to, on which the conferences were broken off.

1615. The Company made an application to the King, to grant his royal authority that an ambassador should proceed in his name to the Great Mogul. The King, in compliance therewith, granted his com-

mission to Sir Thomas Roe "to be Ambassador to the Great Mogul, or King of India;" the Company agreeing to defray the expences, in consideration that, under their exclusive privileges, they were to acquire such benefits as might result from this mission.

Sir Thomas Roe sailed from England in March, 1615, on board the Lion, Captain Newport, one of four ships fitted out on the joint stock account, and arrived at Surat, from whence he proceeded to the Mogul's Court at Agimere, which he reached in December, 1615, and on the 10th of January, 1616, was presented to the Great Mogul, when he delivered the King's letter, and the presents, of which the Mogul expressed his satisfaction, and gave the ambassador a gracious reception. On the 24th of January Sir Thomas had a second audience of the Mogul, when he stated the injuries the English had sustained from the arbitrary conduct of the Governors of Surat, and proposed the renewing the articles of the phirmaund or treaty between the Mogul and the English nation, which was complied with. The following is the substance of this treaty:

After the usual preamble, it was stipulated that the English subjects should have liberty of trade, and be allowed to settle factories in any ports of the Mogul empire.

That they should be furnished with all kinds of provisions and carriages by the inhabitants of the sea-ports, according to the ordinary rates of charge.

That the merchants should be protected against any exactions in all sales, not exceeding 16 rials of 8.

That all presents sent to the Mogul, should be protected from being opened at the sea-ports, and be forwarded to the English ambassador at Court, to be delivered agreeably to his instructions.

That the goods of the English merchants should be rated within six days after being landed at any port; and after payment of the stipulated duty, might be forwarded free to any other English factory.

That the goods purchased by the English, in any part of the Mogul's dominions, should have a free transit to the ports at which they were to be shipped.

That the property of the Company's servants who might die in the Mogul's dominions, should be delivered to the Company's officers, or their successors.

That the provisions necessary for the shipping should be exempted from duty.

By a separate article it was agreed, that the rate of customs on English imports should be fixed at 3½ per cent. and 2 per cent. on rials of eight; and that mutual assistance should be given against the enemies of either of the contracting parties.

Sir Thomas Roe resided some years in India, and conducted himself so much to the Company's satisfaction, that upon his return in 1619, he was complimented with an honorary seat in their Court of Committees, and allowed an annual stipend of £200 per annum, as a mark of their esteem.

Captain Keelinge, who commanded one of the ships which sailed with Sir Thomas Roe, proceeded to Cranganore, where he arrived in March, 1616, and obtained liberty to trade, and permission to settle a factory; and it was agreed by treaty, that the English and the Samorin should join their forces, and expel the Portuguese from Cochin, which, when conquered, should be ceded to the English.

In this year a treaty was concluded with the King of Acheen, by which liberty to trade, and settle a factory at Ticoo was granted, on payment of 7 per cent. customs on imports and exports.

A pamphlet was this year published, entitled "Trade's Increase," complaining of the East India trade, and alleging, among other objections to it, its draining the country of specie. It was replied to by Sir Dudley Digges, who stated that the Company had employed, from their origin, 24 ships, of which four had been lost; that 19 of them were from 150 to 600 tons burthen; that one was of 800 tons, one of 900, one of 1060, one of 1100, and one of 1293 tons; and that the reason for having such large ships was owing to the navy not being sufficiently strong to protect them from the Barbary rovers. He states that the largest value of goods exported in one year was £36,000; that £70,000 had been

saved annually to the nation in the prices of pepper, cloves, and nutmegs for home consumption; that spices had been exported in the last year to the value of £218,000, besides indigo, calicoes, China silks, and drugs, to which should be added the King's customs, and also the employment given to ships and mariners in the re-exportation.

That besides cinnamon, the Company computed that we annually consumed at home the following spices, *viz.* pepper formerly at 8s. but now at 2s. per lb. 150,000 lbs. cloves 50,000 lbs. mace 15,000 lbs. nutmegs 100,000 lbs. and that the cloves, mace, and nutmegs were proportionably reduced in price since our direct trade to India. That the cargoes in 1614 amounted to £100,000, and consisted of

Bays, kersies, and broad cloths, died and dressed	£14,000
Lead, iron, and foreign merchandise	10,000
Treasure (which is less than allowed to export by charter)	12,000
The shipping and furniture cost in the same year	34,000
For provisions and other extraordinary charges	30,000

1616. The stock for the next voyage was estimated at £52,087 in money, and £16,506 in goods; and the fleet consisted of seven vessels, under the command of Captain Pring. They sailed from the Downs in March, and arrived at Surat in October, 1616, after taking a valuable Portuguese frigate; they then sailed to Bantam. At Jacatra they agreed to give 700 rials per annum for the liberty of trade, and 1500 rials for a piece of ground for a factory. The Dutch, who had so loudly complained of the opposition they met with from the Portuguese, seeing the rapid advances the English were making in the East India trade, sought every opportunity in their turn to harass and distress them. The most serious differences had for some time subsisted between the two Companies, which at length broke out into open hostilities. King James I., with a view of affording protection to the English Company, as well from the insults of the Dutch, as from the injurious effects from some interlopers who had crept into the trade, granted a commission to Sir Thomas Dale to proceed with a fleet properly armed to India; he also was empowered to seize the ships of illicit traders. This force, on its arrival at Bantam, was joined by the Company's shipping then in India, making 13 sail, with which they engaged, and beat off the Dutch fleet. The Dutch had previously seized the English factors at Jacatra, and burnt the factory, and even went so far as to attack the King's palace. The King on this sent to Bantam for the assistance of the English, which being rendered him, the Dutch proposed to surrender their fort at Jacatra. The English attacked four Dutch ships off Sumatra, which again retreated; but in a subsequent engagement five of the English ships were taken.

The profits of the four voyages on joint stock did not amount to more than 87½ per cent. on the original subscription, notwithstanding the cargo of one of the ships cost only 40,000 rials of eight, and produced at the sales in England £80,000 sterling.

1617. The period of four years, to which the concerns of the first joint stock was limited, being expired, a fresh subscription was opened; and so eager were persons of all ranks to enrol themselves therein, that at the period of its close, the sums that were underwritten, amounted to no less than £1,629,040.

The following list has been preserved of the various descriptions of the subscribers:

15 Dukes and Earls.
82 Knights, including 2 Judges, all the King's Council, and 5 privy counsellors.
13 Countesses and Ladies.
26 Doctors of Divinity and Physic.
18 widows and virgins.
313 merchants.
214 tradesmen.
212 without title.
25 merchants, strangers.
36 whose occupations were unknown,
making in all 954.

This joint stock, like the former one, was limited to four years' duration, or, more correctly speaking, to send out shipping for four succeeding years, and then to wait their arrival, in order to bring the concern to a close. The Directors fixed on Surat and Bantam as the principal seats of their trade, and placed under their controul such out-stations as had been established.

At its commencement the proposition was again renewed for the English and Dutch to join in concert, seeing that an East India Company was forming in France, and another in Denmark; but it was again rejected. This so exasperated the Dutch Company, that they gave instructions to their servants abroad to take measures for engrossing the whole of the pepper trade at Bantam and Batavia, at both of which places the English carried on a trade with the natives. They also declared that, as a means of forcing the English into the desired union, they were determined to undersell them at home, though to their own loss. These threats, however, had no other effect upon the Company, than to render them more cautious and wary in counteracting their proceedings.

The following survey of the Company's establishments in India, and the nature of the trade carried on, was transmitted in this year:

Surat was the most commodious station in all India; at which, though English goods were not in great request, all the eastern parts of India could be supplied with cloths; but those articles could only be procured by exchange of China goods, spices, and money.

At the factories of Acheen and Ticoo large quantities of Cambay and Mausulipatam goods might be disposed of; and in return, gold, camphire, pepper, and benjamin could be obtained.

Bantam was the greatest place of trade in the Indian seas, where Cambay and Mausulipatam goods, to the amount of 60,000 rials, were annually imported, and in return, from 60 to 150,000 sacks of pepper could be exported; the price of pepper, however, had been raised treble within the last few years, from the competition between the English, Dutch, and Chinese.

Jacatra yielded arrack, rice, and fish; but a settlement there would be difficult, from the exorbitant sum demanded by the King for ground to build a factory upon.

Jambee had been recently settled as a factory, at which there was an increasing demand for Cambay and Coromandel cloths, and in return, would afford 10,000 sacks of pepper.

At Patany about 10,000 rials of Surat and Coromandel cloths might be sold; but it furnished few articles of export, and trade was on the decline.

At Siam, if the country were in a state of peace, Coromandel cloths might be sold to the amount of 40,000 rials per annum; and in return, it would yield gold, silver, and deer-skins for the Japan market.

At Japan English cloth, lead, deer-skins, silks, and other goods would find a considerable market and in return, it would furnish silver, copper, and iron; but the English cargoes hitherto sent had been ill assorted, and the trade was on the decline.

At Succadana diamonds, bezoar stones, and gold might be obtained, had not this trade been ruined by the ignorance of the first factors.

At Banjarmassin diamonds, gold, and bezoar stones could be procured; but the character of the natives was so treacherous, that it would be expedient to withdraw the factory.

At Macassar the best rice in India could be bought, and about 40,000 rials per annum of India cloths sold; but this place was resorted to by the Portuguese, though abandoned by the Dutch.

At Banda about 50,000 rials annually of Coromandel cloths could be sold, and in return, about 100 tons of nutmegs and mace could be purchased, and a still greater quantity, could peace be established between the Europeans trading to it.

In this year the English obtained possession of the islands of Pulo Roon and Rosengyn, and fortified them; the Dutch attacked the former, but were repulsed with loss. They, however, captured two of the Company's ships, the Defence and Swan.

1618. King James granted letters patent for the establishment of a trade to India from Scotland, to Sir James Cunningham, appointing him, his heirs, and assigns, to be governors, rulers, and directors of the Scottish East India Company, and authorizing him "to trade to and from the East Indies, and the countries or parts of Asia, Africa, and America, beyond the Cape of Bona Sperantia to the Straits of Magellan, and to the Levant Sea, and territories under the Government of the Great Turk, and to and from the countries of Greenland, and all other countries and islands in the north, north-west, and north-east seas, and other parts of America and Muscovy."—Upon which the Russia Company and the English East India Company represented to His Majesty, that it would be highly prejudicial to their trade. The King thereupon informed the Company, that, as he considered them to be a strength to the kingdom, and an honour to himself, he would withdraw the patent, on their recompensing Sir James Cunningham for the charges and expences he had incurred in his proceedings; and he at the same time conditioned that the East India Company should join with the Russia Company in the support of their trade, the concerns of which had long been in an enfeebled state. The Company thereupon, at His Majesty's entreaty, and under a promise that he would grant no other patents that should be injurious to their interests, as also induced thereto by his having been graciously pleased to withdraw the Scottish patent, agreed to advance £30,000 per annum for the remaining time of their duration, which, with a similar sum to be advanced by the Russia Company, it was hoped would give life and vigour to that trade, which for the last sixty years had yielded no benefit to the adventurers. The trade was carried on by both Companies jointly for two seasons, but without success; upon which, on the 29th of December, 1619, the connexion was dissolved. The East India Company's loss on this occasion was estimated at £10,000.

The voyage of this season consisted of two ships, the Dragon and Expedition, for the Malabar Coast. They were defeated in their views of trade at Dabul, Baticaloe, and Calicut, from want of sincerity in the Samorin. They then proceeded to Sumatra. The Dragon was afterwards attacked by six Dutch ships off Ticoo, and after an obstinate defence, taken, and her crew treated with the greatest barbarity.

1619. A further voyage was made in the London, Hart, Roebuck, and Eagle, under the command of Captain Shillinge: they sailed in February, 1619. In their passage out, they took possession of Saldanha Bay. On their arrival in Malabar, the Hart and Eagle were dispatched for Jasques; but on their attempting to enter that port, they found it blockaded by a large Portuguese fleet: they were therefore obliged to return to Surat, where they were joined by the other ships, and again sailed for Jasques, where they fell in with the Portuguese fleet, when an engagement took place, which lasted nine hours, but with little loss. The Portuguese gave way, and allowed the English ships to enter the port; but having received assistance from Ormus, a second engagement took place: the conflict was obstinate, but terminated in favour of the English, who lost their commander, Captain Shillinge. The ships soon after returned to Surat, where the Mogul Governor occasioning some obstruction to their trade, they prevented a ship of his from obtaining a loading, which brought about a removal of their difficulties.

A treaty of friendship and trade was this year concluded with Persia upon terms very advantageous to the English, who were permitted to build a fort at Jasques.

In this year the Dutch took four of the Company's ships on the Coast of Sumatra.

The perpetual contentions, and the fruitless issue of several conferences, which took place in Europe in 1613 and 1615, respecting the affairs of the English and Dutch East India Companies, rendered further negotiation absolutely necessary. A treaty was concluded by commissioners, appointed by the India Companies of both nations. On the 7th of July, 1619, an agreement was signed, which, after specifying an amnesty and oblivion of all excesses committed by either part in the East Indies, and a mutual restoration of ships and property, declared the trade of the two nations in the East to be free, to the extent of the respective funds which might be employed and specified; that the exertions of both Companies should

be directed to reduce the duties and exactions of the native officers at the different ports; that the pepper trade at Java should be equally divided; that the English should have a free trade at Pulicat, on paying half the expences of the garrison; that the English at the Moluccas and Bandas should enjoy one-third of the import and export trade, and the Dutch two-thirds, and that commissioners should be appointed to regulate the trade, the charges of the garrisons to be paid in the same proportion; that each Company should furnish ten ships of war for common defence, but that those ships were not to be employed to bring cargoes to Europe, but only in the carrying trade from one part of the East Indies to another; and that the whole proceedings should be under the regulation of a Council of Defence in the Indies, composed of four members from each Company. This treaty was to be binding for twenty years. On its ratification by King James, His Majesty promised not to grant another charter to any other person whatsoever, during the term of the above agreement.

On the arrival of this intelligence in India, hostilities ceased, the fleets saluted each other, and harmony was for a short time restored. The English then sailed for Japan, where, having united with the Dutch, they settled with the Emperor the terms for carrying on their trade.

In consequence of this treaty, the Company sent out the greatest fleet they had ever consigned to the East; it consisted of ten ships, the largest of which was 1000 tons burthen, and several of the others 700 tons. The investment for this voyage consisted of £62,490 in bullion, and £28,508 in goods. Of this fleet, nine of the ships were detained in India, and only one returned with a cargo, which realized £108,887.

1620. The Dutch Government at Batavia, notwithstanding the treaty which had been concluded, fitted out an expedition, which proceeded to the islands of Lantore and Pulo Roon, and took possession of them, treating the few Englishmen they found there with great inhumanity. The Company, on receipt of this intelligence, presented a memorial, praying for protection and redress; but the state of the nation prevented any efforts being made to obtain satisfaction.

1621. In this year, Mr. Munn, an eminent merchant of London, and one of the Directors of the East India Company, published a treatise in favour of the East India trade; wherein he gives the quantities of Indian merchandise consumed annually in Europe, with their prime cost, and all charges till on board, by the old way from Aleppo, and also the new way by the Cape of Good Hope, whence, he states, will be seen the great benefit of the East India commerce, *viz.*

ANNUAL CONSUMPTION.	COST AT ALEPPO.					COST IN INDIA.				
	s.	*d.*		*£*	*s.*	*d.*	*s.*	*d.*	*£*	*s.*	*d.*
6,000,000 lbs. pepper	2	0 per lb.		600,000	0	0	0	2½ per lb.	62,500	0	0
450,000 do. cloves	4	9 ditto.		106,875	0	0	0	9 ditto.	16,875	0	0
150,000 do. mace	4	9 ditto.		35,625	0	0	0	8 ditto.	5,000	0	0
400,000 do. nutmegs	2	4 ditto.		46,666	13	4	0	4 ditto.	6,666	13	4
350,000 do. indigo	4	4 ditto.		75,833	6	8	1	2 ditto.	20,416	13	4
1,000,000 do. raw silk	12	0 ditto.		600,000	0	0	8	0 ditto.	400,000	0	0
		Total	£	1,465,000	0	0			£511,458	6	8

Thus, for rather more than a third part of the prices of the goods shipped from Turkey, we had them shipped from India; and adding one-sixth part more for the expence of the voyage homeward, beyond that of the Turkey one, the said goods cost about half the price they did from Turkey, besides, that the greater part of the East India cost was paid to our own people, and centered at home, as freight, insurance, supracargoes, wages, provisions, &c.

Mr. Munn also estimates the annual importation of the following India goods, with the prices they cost on board the ships in India, and those they sold for in England, thus:

ANNUAL IMPORTATION.	COST ON BOARD IN INDIA.					SELLING PRICES IN ENGLAND.				
	s.	*d.*	£	*s.*	*d.*	*s.*	*d.*	£	*s.*	*d.*
250,000 lbs. pepper	0	2½ per lb.	26,041	13	4	1	8 per lb.	208,333	6	8
150,000 do. cloves	0	9 ditto.	5,626	0	0	6	0 ditto.	45,000	0	0
150,000 do. nutmegs	0	4 ditto.	2,500	0	0	2	6 ditto.	18,750	0	0
50,000 do. mace	0	8 ditto.	1,666	13	4	6	0 ditto.	15,000	0	0
200,000 do. indigo	1	2 ditto.	11,666	13	4	5	0 ditto.	50,000	0	0
107,140 do. China raw silk	7	0 ditto.	37,499	0	0	20	0 ditto.	107,140	0	0
50,000 pieces of calico	7	0 each.	17,500	0	0	20	0 each.	50,000	0	0
			£102,500	0	0			£494,223	6	8

And the difference, which consisted of freight, duties, charges, and profits, was gain to the nation.

He afterwards estimates the annual consumption of the following goods in England, and gives a comparative view of the lowest prices of them, when imported from Turkey or Lisbon, before England imported any from India, and the common prices in his own time, *viz.*

ANNUAL CONSUMPTION.	LOWEST ANCIENT PRICES.					COMMON MODERN PRICES.				
	s.	*d.*	£	*s.*	*d.*	*s.*	*d.*	£	*s.*	*d.*
400,000 lbs. pepper	3	6 per lb.	70,000	0	0	1	8 per lb.	33,333	6	8
40,000 do. cloves	8	0 ditto.	16,000	0	0	6	0 ditto.	12,000	0	0
20,000 do. mace	9	0 ditto.	9,000	0	0	6	0 ditto.	6,000	0	0
160,000 do. nutmegs	4	6 ditto.	36,000	0	0	2	6 ditto.	20,000	0	0
150,000 do. indigo	7	0 ditto.	52,500	0	0	5	0 ditto.	37,000	0	0
			£183,500	0	0			£108,333	6	8

The difference of these sums was a saving of expenditure, in consequence of the direct importation.

In this year the Company presented to Parliament, "the estate of their trade from the beginning thereof in 1600, to the 29th of November, 1621," which states

"There hath been sent forth in the said term of 21 years, 86 ships to the Indies, whereof

36 returned safely home, laden.

9 were lost.

5 worn out by long service from port to port in India.

11 have been taken, and surprised by the Dutch, and

25 do remain in India, or on their homeward passage.

"The East India Company by licence from His Majesty might have shipped out of these realms in the said term of twenty-one years, £910,000 in foreign coin; but they have not sent out so much by near £300,000; for they have laden away in all the said time, upon all the said ships, as well out of these realms, as out of the Downs, Holland, and other places, but £613,681. And, together with the said money, they also have shipped out of the realm, in woollens, lead, iron, tin, and other wares, to the value of £319,211, making together £932,892.

"And of all the before-mentioned monies and goods sent into the Indies, there hath been employed the value of £375,288 for the lading of 36 ships, which are returned hence with sundry sorts of wares, all of which wares have produced here in England by the sales, £2,004,600.

"Whereby it doth plainly appear, that if £557,604 of our money and goods sent out, were returned with no more success than the £375,288 which is already received, it would produce in all £5,000,000 sterling, which is a far greater proportion of the kingdom's stock, than can be procured by any other foreign trade whatsoever known unto us. For, although it is very true that the said £5,000,000 be procured by the money and goods afore-written alone, without a further great charge also disbursed for shipping, victuals, ammunition, wages for captains, officers, factors and mariners, besides His Majesty's customs and imports, with many other charges, yet all these disbursements made within this realm from one to the other, do not diminish the kingdom's stock, although they directly abate the merchant's gain."

The equipment of this season consisted of four ships, the cargoes of which were estimated at £12,900 in bullion, and £6,253 in goods. Of these ships only one returned to England, and her cargo, which consisted of pepper, cloves, &c. produced at the sales £94,164.

1622. The Portuguese, from the first appearance of the Dutch and the English in India, had determined to keep them out of the trade by force, under the pretence that the exclusive right was vested in them, as the original discoverers of the passage by the Cape of Good Hope. The English and Dutch determined to resist force by force, and a warfare existed in India, though the English were at peace with Spain. In the commission from the King, granted to Sir Henry Middleton in 1604, there was a clause inserted, in which it was stated, that as the King was at peace with all the Christian powers in Europe, the English shipping were forbid to attack the subjects or ships of the King of Spain, unless in their own defence, being previously provoked thereto. The English commanders had on all occasions studiously adhered to their instructions, and acted only upon the defensive in the various engagements that had taken place with the Portuguese. Among their other acquisitions in India, the Portuguese possessed the island and castle of Ormus, which commanded the trade of the Persian Gulf, in which they committed various depredations upon the English and others trading there. The King of Persia was desirous of dispossessing them; and calling to his assistance the English, with whom he was then in alliance, it was proposed to make a joint attack upon the island; and the King agreed that, if it proved successful, he would place it in the Company's hands, and give them one-half of the customs. In consequence of this agreement, an expedition was prepared, and sent against it. The attack was chiefly conducted by the English, and the city and castle taken on the 22d of April, 1622. The English received a proportion of the plunder, and a grant of the moiety of the customs at the Port of Gombroon, which was regularly paid till about 1680, when the Company, not having it in their power to keep the Gulf clear of pirates, the King of Persia withheld their proportion of the duties.

The equipment of this season consisted of five ships; the stock was estimated at £61,600 in money, and £6,130 in goods. The homeward ships were also five, and the amount of their sales was £389,500.

1623. The equipment of this season consisted of seven ships; the stock was estimated at £68,720 in Spanish silver, and £17,345 in goods. The homeward ships were five; their cargoes consisted of pepper, cloves, mace, and nutmegs, which produced at the sales £485,593, exclusive of Persian raw silk, which amounted to £97,000, making in the whole £582,593. The outward-bound ships were detained in consequence of a claim of the Duke of Buckingham, as Lord High Admiral, for a share of prize-money at Ormus; and the Company paid him £10,000 before they were permitted to depart, and a similar sum to the Secretary of State for the King's use.

In February, 1622-3, the English factory at Amboyna was massacred by the Dutch. By this act of cruelty, and those previously practised at Lantore and the other islands, the Dutch engrossed to them-

selves the whole of the spice trade, of which they remained the sole possessors till the islands were captured by the English during the war, which commenced in 1793.

1623. On the 8th of March a warm debate took place in Parliament, in which the East India trade was pronounced to be injurious to the national interests, on the plea of its draining the nation of treasure, of which it was said they exported to the amount of £80,000 per annum. Upon this occasion they were ably defended by two of the City members and many others. The following paper was also printed and sent in circulation among the members, which, for its brevity and perspicuity, merits attention:

"The principal objections that will be made in Parliament against the East India Company are supposed to be these:

I. The exporting the treasure of the kingdom, to the impoverishment of the State.

II. The destruction of timber by building of great ships.

III. The decay of mariners by their employment.

"To the first they answer, that they carry out no silver but such as they contract for abroad to be delivered here, being restrained by an express clause in the patent from exporting English coin. They buy rials of eight at dear rates, which, if they did not do, the merchants would seek out as good a market, and know where to find it.

"If the State should think fit to dissolve the Company, the Hollanders are ready, with much carefulness, to take up the whole trade as a business that would increase their strength and wealth, and with no less proportion of money than the English now do; but our nation will lose the honour and trade, and the silver will be bought up as now, and sent over by the Dutch.

"They have not carried out so much silver as by licence they might have done, to a great value. The proportion of silver now carried by the Company will be much lessened, and that for two reasons: one by the convention of the Dutch with us, which will beat down half the price of the commodities; the other by consent of the Persians (for so their factors write), to accept for their wares one-third in money and two-thirds in commodities. Hereunto may be added the benefit of vending our native commodities, as woollens, tin, &c. and the expectation of buying Persian commodities with the calicoes of Surat and the spices of the Moluccas, whereby the one-half of the proportion of the money expected, may be well spared.

"The Company send not all the money they export, without return of the same specie; for the surplus of their commodities brought home (England being first served), will vent into foreign parts, and return much more in silver and gold than it exported; but when the Persian trade of silks, indigo, calicoes, &c. shall be drawn hither, or but the one-half, whereof there is some good beginning already, the vast sums sent out of France, and the parts of Italy for silk only, may have a great part of their course in this trade, and then will silks be here in greater plenty than ever heretofore; neither is this imaginary, for the Company have had advice of late from some of their factors, that a great quantity of Persian silk is already bought, and stays but for shipping to bring it home.

"That the kingdom of England was wont to send forth much corn into Spain, for which it was lawful for the merchants to return ready money; and now of late years little or none hath been imported into England.

"That to the East countries much coin hath been carried over, wherein they can charge no man in particular; yet they are able to prove that in one town in the East country, and within the circuit of one summer, £40,000 of English shillings and testoons were coined into that country money, and how otherwise it hath been conveyed away by strangers, the State hath had of late particular knowledge.

"Thirdly, silver is so much dearer in other countries above the English standard, that they will bring none hither but that which the merchant is forced to contract for at high rates: therefore it were to be

wished that the neighbouring Princes might be dealt withal, to put up their standard to equal that of England, which hath been an honour to our nation.

" To the second objection, which is the waste of timber, they answer—

" That timber cannot serve for a nobler use than to build ships.

" That as soon as timber is felled, other timber grows; but the price grows not, as may appear by the experience of 15 years last past, within which time the price of timber has not risen.

" Timber when it is at full growth, will decline in goodness, and must be taken in its season.

" That the greater ships the Company build, the more useful and serviceable they are to the State; and that if the Company had not been the artsmen for building of ships, they had not been maintained and increased as now they are.

" If it be objected that the Company's ships are of good force indeed, and where they may happen occasionally to use them, they will not be found within the limit of a press; to this they answer, that there can be no design of importance against the State so secretly carried, but there will be intelligence time enough to make stay of the Company's ships, which commonly are some months in making ready to depart. Moreover, by the occasion of the use of greater ships, they maintain a magazine of stores, to the value of near £30,000, whereof the State may make use upon any sudden occasion.

" The third objection is the decay of mariners. To this they answer, that the East India Company do breed an increase of mariners of the first eminence, in point of knowledge; for the India trade, consisting of long voyages, hath brought navigation to more perfection of art than before time it hath been in England; and next in number, for the Company do ship more than one-third part of landsmen, all of whom are made mariners, and but for this employment, would never have been so; yea, many a time they ship the half landsmen, and those ships that lost men, do make as many sailors as they lose men that were no sailors, as may be instanced in divers of the Company's ships; and the Hollander that hath not one man for our three, sends out three men for our one; and, which is principally to be observed, the whole number of mariners employed in the East Indies, is a clear addition to the navigation of the kingdom, for that it hath not decreased, but rather increased the trade of this kingdom.

" These and all other objections the Company is ready to prove, when by authority they shall be thereunto called; and, in the meantime, they do hope that an opinion taken up without ground, may not prevail to their prejudice, who had rather have no being, than to be such as the State shall not have just reason to cherish."

At this period the Company were engaged in the manufacture of gunpowder, and had mills established in the county of Surrey; which, upon an application made by the inhabitants in the vicinity to the King, were ordered to be demolished; and the Company petitioned for permission to erect new powder-mills in the counties of Kent and Sussex, in situations in which the like objections could not be made, and stated that this manufacture was necessary to enable them to bring to market the stock of saltpetre they had in store.

1625. In pursuance of an order of the House of Commons, the following " Abstract of the Trade to the East Indies, both for exportation and importation, from the 25th of March, 1620, to the 25th of March, 1624," was laid before them:

1620.	There were laden on 10 ships £62,490 in bullion, and	£28,508 goods	Total £90,998
1621.	On 4 ships 12,900 ditto	6,523 ditto	19,423
1622.	On 5 ships 61,600 ditto	6,430 ditto	68,030
1623.	On 7 ships 68,720 ditto	17,345 ditto	86,065
	Exported £205,710 ditto	£58,806 ditto	Total £264,516

" The imports were as follow:

" 1620. This year, by reason of our differences with the Dutch, our ships were kept in India for our defence, to our very great damage, and only one ship returned with indigo, calicoes, drugs, &c. value £108,887

" 1621. This year our differences with the Dutch being newly accommodated, and our stock of money by those broils much wasted, there was returned only one ship, laden with pepper, cloves, and China raw silk, value 94,464

" 1622. There returned this year five ships, laden with pepper, cloves, mace, nutmegs, gum-lac, indigo, and calicoes, value £296,500, and Persian raw silk £93,000 389,500

" 1623. Returned this year five ships, laden with pepper, cloves, mace, nutmegs, indigo, and calicoes, value £485,593, and Persian raw silk, £97,000 582,593

" Recovered from the Dutch for the value they took from us in India 80,000

" Forming a total in four years of £1,255,444, on an average £313,861 per annum.

" Monies are of the same value when they arrive in India; but the wares make good profit, and are doubled at least, whereby our exportations in wares are more than half as much as we have sent out in money.

" We are confident that in the said four years, we should have returned commodities into this kingdom for £600,000 more at the least, if we had not been deprived of the employment from the Indies of the said £80,000, and also damaged by an excessive charge and waste of our stock of money, and ships kept there purposely for our defence, which otherwise would have returned richly laden.

" Concerning the part of the Indian wares which by trade hath been exported again into foreign countries, we, by estimate, are of opinion, that one half of the raw silk is used here, which by the manufacture thereof, doth employ a great multitude of poor people; the other half we consider is carried beyond the seas, as also three-quarters of all the Indian wares which have been brought into this kingdom, to the great increase of trade, importation of treasure, and employment of shipping."

1631. King Charles I. issued a proclamation " for restraining the excess of the private, or clandestine trade, carried on to and from the East Indies by the officers and sailors in the Company's own ships." This proclamation stated the goods which the Company were permitted to export to, and import from, India into England, which were as follow, *viz.*

Exports.—" Perpetuanoes, and drapery, broad cloths, &c. pewter, saffron, woollen stockings, silk stockings and garters, ribbons, roses edged with gold lace, beaver hats with gold and silver bands, felt hats, strong waters, knives, Spanish leather shoes, iron, and looking-glasses.

Imports.—" Long pepper, white pepper, white powdered sugar, preserved nutmegs, and ginger, preserved myrabolans, bezoar stones, drugs of all sorts, agate heads, blood-stones, musk, aloes, ambergris rich carpets of Persia and Cambay, quilts of satin taffaty, painted calicoes, benjamin, damasks, satins and taffaties of China, quilts of China embroidered with gold, quilts of Patany embroidered with silk, galls, worm-seeds, sugar-candy, China dishes, and porcelain of all sorts."

In this year the Rump Parliament granted the East India Company a charter for five years to trade on the Continent of Africa.

1634. A phirmaund was obtained from the Mogul on the 2d of February, 1634, for liberty of trade in the province of Bengal, without any other restriction than that the English ships were to resort only to the port of Pipley.

1635. In this year King Charles granted a charter to Sir William Courteen and others, authorizing

them to send six ships under the command of Captain Wedden, to India, to trade during five years, the preamble to which states, "that the East India Company had neglected to establish fortified factories, or seats of trade, to which the King's subjects could resort with safety; that they had consulted their own interests only, without any regard to the King's revenue; and, in general, that they had broken the conditions on which their charter and exclusive privileges had been granted them."—The Company remonstrated against this manifest infringement of their charter, and received in answer, from the King, "that the ships were about to be employed upon a secret design, which for the present he did not think fit to reveal; but that the Company might rest under an assurance that nothing was intended to their disadvantage." The Company, however, finding the ships were taking in goods fitted for the Indian market, and that many persons who had been formerly in their service, were engaged to proceed in the said ships, they resolved to petition His Majesty. The petition stated, "that they had then in India fourteen returnable ships (besides three then going out), many of which were forced to be rotting, by reason of the great scarcity of merchandise, which formerly the Indies did afford, occasioned by a famine and pestilence. Albeit the Company have at present a large stock in India and Persia to buy commodities. They also prayed, that if leave was given to Sir William Courteen's ships to go to the Indies by way of trade, they might be debarred from bringing to Europe any spices, indigo, calicoes, silk or other commodities, in which the Company traded for relading their ships, for it was impossible they could subsist together; but if they should be suffered to buy the same commodities with the Company there, and vend them in Europe, the one would undoubtedly undo the other, or both together; and whereas His Majesty laid his express commands on the petitioners to use their best assistance for the continuance of the trade, which accordingly they had endeavoured, as well by their councils as labour, and advertising their estates, they also further prayed, that if the trade should happen to be deserted, His Majesty would not impute the same to neglect on their part, and that, according to their charter, they might have three years to recall home their ships and effects."

The ships, however, proceeded to India in April, 1635. Two of them, the Roebuck and Samaritan, with only stores and provisions on board, received from the King a commission that was not to be opened till they were in the latitude of the Canary Islands. They proceeded to the Red Sea, and committed several acts of piracy on the ships belonging to the Mogul merchants; in consequence of which, the Company's servants at Surat were seized and imprisoned, and their property confiscated, to make good the losses sustained by the owners of the Mogul vessels. On the receipt of this intelligence in England, the Company presented a memorial to the King, stating the sufferings of their servants, and their great losses, which would terminate in the ruin of the East India trade, unless His Majesty should interfere in their behalf, and be pleased to take the illegality of the licences, and their consequences to the trade, into his consideration. The subject was referred to the Privy Council on the 6th of January, 1637. The Company also gave directions that the parties concerned in this piratical act should be prosecuted. This was interrupted on the 22d of February by a message from the King, desiring "that Sir William Courteen might not be troubled on the subject of his ships." The other ships belonging to this association proceeded to China, where their conduct was somewhat similar to that in the Red Sea.

1637. The Company's application for redress was of little avail; for on the 1st of June, 1637, the King by a fresh grant confirmed the privileges granted to the new Company, and allowed them to trade for five years to all places in India, where the old Company had not settled any factories or trade before the 12th of December, 1635; and with permission to export during the said term £40,000 in gold and silver bullion to India, and to re-export India goods, free of customs.

1639. The Company again presented a petition to the King, in which they enumerated their grievances nearly in the same terms as before; and concluded by stating the absolute necessity they should be

under of abandoning the trade, unless the protection they prayed for, was afforded them. This petition was referred to a committee of the Privy Council, who made a report thereon to the King on the 2d of November, 1639. On the 10th of December the King declared that he would revoke all patents formerly granted, for plantations beyond the Cape of Good Hope, and grant no more of the same kind; allowing only to Courteen's association reasonable time to withdraw their settlements, and to bring home their goods and shipping; and that a new subscription should be entered into, for carrying on the trade on an extensive joint stock; and when such subscription should be completed, His Majesty would renew the Company's charter, and grant such additional privileges as might be found necessary and expedient "for carrying on so great and important a trade."

1640. In consequence of the protection and encouragement thus held out, a Court of the generality of proprietors was summoned, when it was proposed to raise a subscription for a new, or fourth joint stock, on the following conditions:

I. That the subscription should be paid in four years.

II. That the subscription should be open to all persons, foreigners as well as English, till the 1st of May, 1640, and the instalments paid quarterly.

III. That in case of default in payment of the instalments, 1½ per cent. per month should be levied as a fine, till such payment should be made.

IV. That no Englishman should subscribe less than £500, and no foreigner less than £1000.

V. That if any Englishman should buy any share after the books were closed, he should pay £20, and a foreigner £40, as a fine for his freedom to the new Company.

VI. That to prevent inconvenience and confusion, the old Company, or adventurers in the third joint stock, should have sufficient time allowed for bringing home their property, and should send no more stock to India on that account after the month of May, 1640.

Among the expedients to which King Charles in his necessity was obliged to have recourse, was his compelling the East India Company to sell to the Crown the whole of the pepper in their warehouses, amounting to 607,522 lbs. at 2s. 1d. per lb. payable by instalments. This pepper was sold for ready money, at 1s. 8d. per lb. and it was several years before the Company could get the accounts settled.

The Company, on the 15th of November, 1640, obtained a grant of the town and port of Madraspatnam, where they built a fort, which they named St. George. As an encouragement to the English to settle there, they were allowed to trade, duty free; of the customs paid by other traders, one half was to be allowed to the Company, and the other half to the King. On obtaining this grant, the factory removed from Armagon to Fort St. George, which has since been the principal settlement on the coast.

The Company's trade having much extended, they found their yard at Deptford inadequate to their occasions. Some copyhold ground was therefore purchased at Blackwall, which at this time was a marsh, without inhabitants, and another yard was established upon a more extensive scale, where they built a still larger ship of 1200 tons, (the Royal James), and several others of the burthen of 900, 800, and 700 tons each. In these two yards the Company performed every function connected with the outfit of shipping within themselves; they built their own ships and boats, made their own masts, yards, sails, anchors, cables, and cordage for rigging; they imported their own flour, baked their own bread, killed and salted their own provisions; imported staves from the Baltic, made their own casks, and even were under the necessity of importing from the Continent saltpetre to make their own gunpowder, King Charles I. having taken the monopoly of this commodity into his own hands, but was unable to supply the Company with the quantity they required of it. All these occupations, from the improved state of the country, have since become separate trades, which have been successfully carried on by individuals, whereby many families by industry have risen to a state of affluence and honourable independence.

In this year the Company were first offered a ship upon freight, at £25 per ton; and as it appeared by a calculation, that their own shipping stood them at the rate of £31 per ton, she was chartered, and performed a voyage to and from India in the space of eleven months, being the shortest that at that period had ever been known. As this proved an advantageous concern to the owners, others were led by degrees to follow their example; so that the Company's trade for a time was carried on partly by their own, and partly by hired shipping. The country at length being furnished with such a stock of shipping, that the Company could rely upon being supplied with tonnage sufficient for their annual wants, by the hire of ships upon freight, they relinquished the practice of building their own ships, and sold their dockyards; since which time, with but few exceptions, the Company's capital has ceased to be invested in shipping.

The second joint stock, originally established in 1617, having been from time to time protracted till 1631, before it had been able to afford a reimbursement of the original sum subscribed, it was agreed to make over its remains to the third joint stock, at a valuation of 12½ per cent.

The subscription for the third joint stock amounted only to £420,700, of which nearly one half was to be paid to the former joint stock, as the valuation of their remains in India and in England. With this sum but little could be accomplished; indeed the state of public affairs was not sufficiently encouraging for the activity of enterprise. The Company were persecuted by their enemies abroad, and were without support or protection at home. No redress was likewise to be obtained from the Dutch, whose power and insolence in India had arrived to an unexampled degree of magnitude. The Company, however, upon the whole suffered less from enemies abroad, than their opponents at home. The King had been prevailed upon to issue a new grant to Sir William Courteen and others, authorizing them to trade in such parts of India as had not hitherto been resorted to by the East India Company. Instead of confining themselves within the limits of this grant, they openly, and in defiance of the Company's authority, visited and traded in every part of India. The Company remonstrated, but obtained no redress. They were nevertheless unwilling to abandon the trade, in hopes that affairs might take a more favourable turn. In this way they persevered for several years, struggling against difficulties of various kinds. Having at length realized sufficient to discharge their debts, they in this year (1640) brought their affairs to a close, and divided their capital, with a profit, in eleven years, of only 35 per cent.

1642. At a meeting of the adventurers in the third joint stock, on the 6th of October, 1641, it was resolved, "that a necessity exists of something being done to support and uphold the East India trade, as, if this year is passed over, the trade may pass off so as never to be again revived." A subscription was therefore opened for a single voyage, and £67,500 was subscribed. This adventure was to pay the third joint stock one per cent. for management at home, and 6 per cent. on the invoice cost of their goods, for service of factories, warehouses, and small shipping in India.

The adventurers in the fourth joint stock consisted of such of the members of the former stock as chose to subscribe their remains in that concern, on a valuation of 25 per cent. with a few new subscribers; but to so deplorable an ebb was this trade reduced, that the total amount of the subscriptions, including an addition that was made thereto in 1643, was only about £105,000; with this sum little could be effected, and indeed little was attempted, owing to the confusion of the times. The nation was now involved in a civil war, and the baneful spirit of party had extended itself to all ranks and descriptions of men: it pervaded even the ordinary operations of commerce. The stock of the Company, trifling as it was, experienced a great diminution by the conduct of Captain Macknel, one of their commanders, who carried his ship, the John, with a cargo valued at £20,000, into Bristol, where he surrendered her up to the King's use. The capital was also further lessened by the wreck of another ship, valued at £35,000. This reduced them to the necessity of borrowing money upon their bonds at home, and availing themselves

of their credit abroad, in the manner that had been practised by the former Company, by which upon the whole they obtained but little profit.

1646. The urgency of State affairs prevented the Government from attending to the East India concerns. The application for a charter had been put off from time to time for many years, and the only encouragement the Company could obtain, was the forbidding all persons trading to India, upon the forfeiture of ships and goods, and empowering them to fine and imprison those who should be guilty of disobedience to their orders.

The following is a state of the affairs of the fourth joint stock on the 4th of September, 1646.

The debts owing by the Company in England, amounted to £122,000.

Their effects consisted of, quick stock at Surat, £83,600; quick stock at Bantam, £60,731; in shipping and stores £31,180; and customs at Gombroon, estimated at £5,000; forming a total of £180,511.

It was estimated that the profits of the quick stock would be sufficient to discharge the debt, and leave a clear capital of £180,000 in money, merchandise, and outstanding debts in England and India.

1649. The Company presented a memorial to the Council of State, specifying that under their charter they had carried on a trade to the East Indies, with great advantages to the public revenues, which during the last twenty-five years had drawn from it above £500,000;—that, in prosecuting this trade, they had experienced heavy losses from the Portuguese, though by a truce, within the last fourteen years, that nation had accommodated matters with them;—that licences had been granted in the late reign, to Courteen's Association, to carry on trade, and establish factories in the countries within their limits, and that their depredations on the native traders had exposed the Company's servants to imprisonment, and their property to heavy losses;—that this same association was now applying for permission to form a settlement on the island of Assada, near Madagascar, and was preparing shipping, and engaging settlers for that purpose;—that the consequence of such an establishment would be, that their ships would renew their depredations on the shipping and trade of the native States in India, and again expose the Company's property and servants to seizure and imprisonment;—and that the ultimate effect must be, to exclude the English nation from trade in the East Indies:—they therefore prayed that the Council of State would pass an Act for the support and encouragement of the East India trade, as managed by the Company.

Without entering into the question of the Company's rights, or the infringement of them by Courteen's Association, which now took the name of Assada Merchants, the Council recommended the parties to confer, and come to an agreement between themselves. After several meetings it was agreed, that the planters of Assada should not be allowed to trade from port to port in India, but might proceed direct from Assada to any ports on the Coasts of Asia, Africa, and America, and return direct to Assada; that they should be allowed a free trade without restriction to the Coast of Melinda, the River of Sofala, Mosambique, and parts adjacent; that the trade to Guinea, for gold and ivory, should in future be united with the East India trade; and therefore petitioned the Council of State (all parties having adjusted their differences), that a recommendation should be made to Parliament for an Act to settle the trade, that in future it should not be prejudiced by interlopers, and that protection should be afforded against the Dutch.

This agreement was followed by a petition to Parliament, praying for an Act to regulate the trade, which was taken into consideration on the 31st of January, 1649-50, when it was resolved "that the trade to the East Indies should be carried on by one Company and with one joint stock, and the management thereof to be under such regulations as the Parliament should think fit."

This led to the formation of what was termed the United Joint Stock, towards which £157,000 was subscribed, and the remains of the fourth joint stock purchased for £20,000; and it was proposed that no vessel should be sent out after the 1st of March, 1653.

1650. The injuries the English had experienced from the Dutch in India for a series of years, were enumerated in a petition, presented by the Company on the 14th of November, 1650, to the High Court of Parliament, stating "That in violation of the treaty of 1619, they had been expelled by them from the Island of Pulo Roon, their ancient inheritance, and from the Islands of Lantore, Molucca, Banda, and Amboyna, where their factors and servants had been barbarously murdered; that the spice-trees in Pulo Roon had been cut down by the Dutch, and the Company's houses and stores at Jaccatra burnt, and their treasure taken away; that Bantam had been blockaded by the Dutch for six years together, whereby the English were deprived of the benefit of that trade; that the shipping and subjects of the Mogul had been protected by the Dutch against the English; that the Dutch had committed piracies in the Red Sea under the English flag, for which the Company had to pay 103,000 rials of eight; that a quantity of pepper had, in the year 1649, been taken by the Dutch out of one of the Company's ships at Indrapour; and that on the whole they had, during the last 20 years, sustained losses from the Dutch to the amount of £2,000,000 sterling; that they had repeatedly represented their grievances, but never could obtain any reparation; and therefore prayed that their case might be taken into consideration, that satisfaction should be demanded from the States General for the loss which they had sustained, and particularly that Pulo Roon should be restored to them.

1654. The above petition was referred by the Parliament to the consideration of the Council of State. A war with Holland soon after commenced, and it was not till the conclusion of a peace between the two nations, by the treaty of Westminster in 1654, that any redress was obtained. By this treaty it was agreed, "that the States General shall take care that justice be done upon those who were partakers or accomplices in the massacre of the English at Amboyna, as the Republic of England is pleased to term that fact, provided any of them be living; and that four commissioners shall be named on both sides, to examine and distinguish all the losses and injuries either party complains of having suffered from the other." The commissioners were accordingly named, and met in London on the 30th of August, 1654, to decide on the claims of the respective Companies, for compensation for the damages which each asserted they had sustained. The English Company stated their damages, as established by regular accounts from 1611 to 1652, at £2,695,999 15s. To counterbalance this statement, the Dutch brought forward accounts, in which they estimated their damages at £2,919,861 3s. 6d. After much deliberation, the commissioners pronounced their award, in substance, that there should be an oblivion by both parties of past injuries and losses; that the Island of Pulo Roon should be restored to the English; that the Dutch Company should pay to the English Company £85,000 by two instalments; and farther, that the sum of £3,615 should be paid to the heirs or executors of the sufferers at Amboyna. These sums were accordingly paid by the Dutch Company, conformably to this award.

The above treaty set the affairs of the Company again on foot, and gave life and spirit to commerce, but encouraged an opposition to the Company, from a general impression of extending the trade of the realm. This opposition arose from some who had been parties to the Assada trade in 1649. These adventurers petitioned the Council of State on the 21st of September, 1654, that the trade might be carried on by a Company; but with liberty for the members of such Company, individually, to employ their own stock, servants, and shipping, in such way as they might conceive most to their own advantage. The East India Company answered this petition, and among other reasons, stated "that the only method

of carrying on the trade, for the benefit and honour of the country, would be by a joint stock;" and they prayed a renewal of their charter, and that private persons should be prohibited sending shipping to India. These petitions, from the unsettled state of public affairs, were not attended to.

The objections which, from the commencement of the Company's establishment, had been occasionally urged against their being vested with the exclusive trade to India, were, however, pressed upon the Protector with so much force and effect, that, by way of experiment, he declared the navigation and commerce to India open and free for three years. All ranks eagerly embarked in the trade. The consequence of this permission is thus truly stated by an intelligent author:—"When the East India trade was laid open, they afforded India commodities so cheap, that they supplied more parts of Europe, and even Amsterdam itself therewith, than ever they did after, whereby they very much sunk the East India Company's actions;" and "there was also a great lowering of English commodities in India." In this year the Company made up the actual state of their affairs, by which it appeared that their assets amounted to £185,589 7s. and their debts to £29,271 19s. 4d. leaving a balance in their favour of £156,317 7s. 8d.

1656. The Company presented another petition to the Government, stating that they had been at great expences in purchasing privileges, and erecting factories in various parts of India; that the time of the United Stock being expired, and many ships having been sent by individuals under licences, the interference of which had the effect of raising the price of India produce from 40 to 50 per cent. and to lower the price of English manufactures in an equal proportion, they prayed that the Protector would renew their charter, and that it might be confirmed by Act of Parliament, with such additional privileges as had been found necessary to carry on the trade.

This petition was submitted to the consideration of the Council of State, who, by an order dated the 3d of November, 1656, referred it to a select committee, who were directed to take the subject into their consideration, and to report their opinion to the Council, "in what manner the East India trade might be best managed for the public good and its own encouragement."

The committee reported, on the 18th of December, that they had carefully considered the petition of the East India Company; and, that they might have the fullest information on this important subject, had directed notices to be fixed on the Exchange, appointing a day for all persons concerned in the East India trade to attend them. In consequence of which, several merchants attended, and a full hearing was given to the arguments of both parties; and the Committee reported to the Council of State, that though it was their private opinion the trade ought to be conducted on an united joint stock, yet they considered the business of so much importance, that they would not come to any positive determination on the subject, but referred the whole case to the Council of State for their decision.

The Council of State, on receiving this report, appointed the 28th of January, 1657, for the Governor and Committee of the East India Company, and the principal merchant adventurers, to attend them; when, after a full hearing of the claims of both parties, the Council gave it as their advice to the Protector, "that the trade of East Indya be mannaged by a united joynt stock, exclusive of all others." On the 10th of February the Protector signified his approbation of their advice, and a committee was appointed to consider of the charter to be granted to the East India Company.

In consequence of this determination of the Protector, an union took place between the Company and the merchant adventurers; and the sum of £786,000 was subscribed, to form a new joint stock, and the forts, privileges, and immunities in India and Persia were made over to the new joint stock on payment of £20,000. The rights thus transferred were Fort St. George, and the several factories on the Coromandel Coast and in Bengal; the factories at Surat and Gombroon in Persia, with their dependencies; and the factory at Bantam, with its dependencies of Jambee and Macassar.

1660. Notwithstanding the recent restoration of the Company's privileges, they still continued to suffer by interlopers. A case at this time occurred, which produced the most serious differences between both Houses of Parliament. Thomas Skinner had fitted out a ship in 1657, which arrived in India in 1658. The Company, by virtue of the powers they possessed under their new charter, seized Skinner and his effects. Skinner complained to the King, who referred his case to the Privy Council, from whence it was carried to the House of Peers. The Peers, on hearing the complaint, directed the Company to put in their answer. The Company urged their exclusive privileges, and at the same time demurred against the jurisdiction of the Lords, as the case had not come before them regularly by an appeal from an inferior Court. The Lords overruled the plea, and in 1666 appointed the case to be heard at their bar. The Company obtained a postponement till 1667, when they again demurred, and complained to the Commons of the illegality of the Lords' proceedings. The Lords on this were inflamed, and passed a decree in favour of Skinner, with £5000 damages. This exasperated the Commons, who passed some severe resolutions against the Lords, and sent Skinner to the Tower. The Lords upon this voted the Company's petition to the Commons to be false and scandalous. The Commons, in return, resolved that whoever should execute the sentence of the Lords, in favour of Skinner, should be deemed a betrayer of the rights and liberties of the Commons of England, and an infringer of the privileges of their House. These violent contentions obliged the King to prorogue the Parliament seven times. In 1670 the quarrel was again revived, when the King called both Houses to Whitehall, and prevailed upon them to erase all the offensive votes from their journals. This put an end to the business, but occasioned many discussions in respect to the jurisdictions of the Houses of Parliament.

In the early period of the Company's concerns, the trade with India, as has been already stated, was carried on by a circuitous route. The ships, on their departure from England, visited the northern parts of India, where they disposed of part of their cargoes, and with the proceeds purchased piece-goods for the supply of the ports to the southward: here they disposed of the remainder of their British goods, and such of the piece-goods as were suitable for those markets, and invested the produce in pepper, spices, and other articles for their returning cargoes, which thereby consisted of an assortment of goods from all parts. The fluctuating state of Asiatic politics, (the Indian Princes being mostly engaged in a state of warfare), combined with the opposition which the Company experienced from their inveterate enemies, the Portuguese and Dutch, obliged them to be continually shifting their factories from place to place, according to the state of existing circumstances. This mode of traffic, which was both tedious and expensive, was now given up, and the Company resolved to confine themselves to the trade with India direct out and home. The trade from port to port in India, or, as it is more familiarly termed, the country trade, was accordingly left to the Company's servants in India, and to persons licensed to reside there as free merchants.

The national ships at this period, though numerous, were still, compared with the present day, but of small dimensions, and in general incapable of defence against the pirates of Algiers, or, as they were termed, the "Turkish rovers." To encourage the building of ships of above 550 tons, and with three decks, the Company gave the public assurances that they would give them employment in their service in preference to all others, at 20s. per ton more than the ordinary rates of freight. The first ship of this description tendered to the Company, was the Loyal Merchant, built by Captain Millett in 1660. This ship underwent a royal inspection, and his Majesty, Charles II. was so pleased with her construction, that, as an encouragement for building ships of a similar description, he caused an Act to be passed (14 Charles II. chap. 2.) by which it was conditioned, that for seven years to come, whoever should build ships with three decks, or with two decks and a half, and a forecastle, with a space of five feet between each deck, and mounted at least with 30 cannon, should for the first two voyages receive one tenth part of all the Customs that were payable on their export and import lading.

In the three years, 1658, 1659, and 1660, the total amount of the Company's exports was £251,583 and consisted of bullion, £227,820, and goods, £23,763.

1661. The Company petitioned the King for a renewal of their exclusive privileges, when a new charter was granted, dated the 3d of April, 1661; the preamble of which recites, that divers disorders and inconveniences had been committed by the King's subjects and by foreigners, to the great prejudice of the Company, and interruption of their trade; whereupon the Company had besought the King to confirm their charters, granted them by Queen Elizabeth and King James. The King accordingly grants, ratifies, and confirms unto the Governor and Company, that they shall be a body corporate and politic by their former name, with perpetual succession for ever. And the charter then proceeds, like that from King James, to the nomination of the first Governor, Deputy Governor, and 24 Committee-men, with instructions for their annual election; and grants to the Company the following powers in addition to those given them by their last charter, *viz.*

That the Commissioners of Customs shall permit no entry of India goods, but such as shall be allowed by the Governor and Company, under their seal, or under the hand of the Company's officers, to be by them appointed to sit at the Custom-house for that purpose.

That every member shall have a vote in the general Court, at all elections and bye-laws, for each £500 stock which he shall possess; and that persons may unite smaller sums to make up that amount, and vote jointly for the same.

That all plantations, forts, &c. where the Company's factories are, or shall be established, shall be under their own command and controul, with the appointment of Governors, and officers to govern the same; and that such Governor and his Council may exercise civil and criminal jurisdiction in the said factories, &c. according to the laws of England; and if the offence shall be committed in a place where it cannot be tried, the offender may be sent to such other plantation or fort where there is a Governor in Council to try him, that justice may be done.

That the Company may export warlike stores, make peace and war with Princes and people in the limits of their trade (not being Christians), and recompense themselves for wrongs and damages sustained at their settlements.

That they may fortify St. Helena and any other places within the limits of their trade, and supply their forts and settlements with clothing, victuals, ammunition, and implements free from custom or duty, and transport thither such men as shall be willing to go; may govern them in a legal and reasonable manner, and inflict punishments for misdemeanors, or impose fines for breach of orders.

That they may seize all Englishmen and other persons in the East Indies sailing in any Indian or English vessel, or inhabiting those parts without the Company's licence, or that shall disobey their orders, and send them home to England.

That the King's subjects, employed by the Company in the limits aforesaid, shall suffer such punishment for offences there committed as the Company's President and Council shall think fit, and the quality of the offences requires; and in case of appeal, the offender shall be sent home for punishment. And for the better discovery of offenders, all persons may be examined upon oath before the Company's President and Council, touching the same.

The Company are restricted from trading in the dominions of any Christian Prince or State, in amity with the Crown of England, who shall overtly declare it to be against his will or good liking.

With proviso, that if the continuance of this charter shall not be profitable to the Crown and the realm, the King may resume it on three years' notice.

The marriage of King Charles II. with the Infanta of Portugal took place soon after the renewal of the Company's charter. By the 11th article of the treaty of marriage, the Crown of Portugal ceded and

the Crown of England the island and harbour of Bombay, in full sovereignty, which was ssion of in the name of the King, and retained by the Crown till 1668; when it being found that es in maintaining it greatly exceeded the revenues, it was granted to the Company in perpetuity patent, dated the 27th of March, 1668.

sland of Roon, otherwise Pulo Roon, was an early possession of the Company. The Dutch Company having captured it, the arbitrators appointed, in 1654, for settling the disputes ie two Companies, decreed that it should be restored to the English; but the Dutch having so, the King, by a grant dated the 11th of January, 1660, gave licence to the Company to ssion of the said island, and to regain it from the Dutch Company, and to plant, husband, tain, and keep the same. The island was accordingly repossessed by the Company, who y a short time before the Dutch, in 1664, again seized it; and by the treaty of Breda in is ceded to the Dutch in full sovereignty and right.

The seven years for which the Company were associated, being now expired, public notice hat within a prescribed space of time, such of the subscribers as were inclined, might withdraw ; but they all preferred letting them remain upon a new establishment. The price of India stock n reduced so low as 70 per cent. a statement of the Company's affairs was made up, by pears that they had

In India, quick and dead stock		£435,713
In England, Cash and bullion in their Treasury	£37,663	
Saltpetre and piece-goods	23,768	
Cash advanced on account of exports	9,227	
Drugs of various kinds, and pepper	4,707	
Lease of house in Leadenhall Street and furniture	1,112	
		76,477
Debts owing them for goods sold		127,935
Sundry other debts owing to them		21,316

ig a total of £660,841, from which being deducted sundry debts owing by them, £165,807, ce of £495,734 in their favour; by which it appeared that the stock was worth 130 per cent. agreed to open books for a new subscription at that rate.

The East India Company suffered a heavy loss this year, from the fire of London destroying re warehouses, and the pepper in the vaults under the Royal Exchange; though their ouses escaped the conflagration.

In this year Sir Josiah Child published his esteemed work, called "Discourses on Trade." t to the benefits and advantages accruing to England from its East India trade, of which he tor and an active member, he supposes it to be far from difficult to evince it to be the most ade which England at that time carried on, which he lays down in the following positions, *viz.*

employs from 25 to 30 of the most warlike merchant ships of the kingdom, with 60 to 100 each.

supplies the kingdom constantly and fully with that necessary article, saltpetre.

supplies the kingdom for its consumption, with pepper, indigo, calicoes, and several useful ie value of from £150,000 to £180,000 per annum.

also supplies us with materials for carrying on our trade to Turkey, *viz* pepper, cowries, l painted stuffs; as also for our trades to France, Spain, Italy, and Guinea, to the amount 0,000 per annum, most of which trades we could not carry on with any considerable advantage

but for those supplies. And those goods exported do produce in foreign parts, to be returned to England, six times the treasure in specie which the Company export to India." He therefore concludes—

"That although the East India Company's imports greatly exceed its exports of our manufactures, yet for the above reasons it is clearly a gainful trade to the nation." He subjoins also,

"1st. That if we had not this trade ourselves, the single article of saltpetre, so absolutely necessary for making gunpowder, would cost a vast annual sum to purchase it from the Dutch.

"2d. The loss of so many stout ships and mariners would be a great detriment to the nation.

"3d. Were we forced to buy all our pepper, calicoes, &c. from the Dutch, they would make us pay as dear for them as we do for their nutmegs, mace, cloves, and cinnamon; and if we did not use calicoes, we should fall into the use of foreign linens."

About this time the wear of muslins was first introduced into England in-tead of cambrics, lawns, and other linens from Flanders and Germany, for which immense sums were annually paid.

The Levant Company began to complain of the East India Company, on account of the great quantities of raw silk they imported, which had formerly been brought solely from Turkey.

1672. The English Company obtained a confirmation of the privileges granted them in 1643 at Madraspatnam, as also a grant of the remaining moiety of the customs, on paying the Nabob the annual sum of 1,200 pagodas. The phirmaund was dated the 31st of January, 1671–2.

The Dutch took St. Helena; but it was soon after retaken by Captain Munden.

1674. The Company having, under the authority of their charter of 1661, erected forts, and made plantations at St. Helena, previous to its capture by the Dutch, and it being retaken by the King's ships and forces, the King, by grant dated December 16, 1674, regranted and confirmed the same to the said Governor and Company in perpetuity, to be held in soeage tenure, as of the Manor of East Greenwich, with the same powers and privileges for the safety and protection thereof, and for the government of the inhabitants, and with the like declarations in favour of the Company and the inhabitants, as were contained in the grant of Bombay; and, with this further privilege, that the Company were permitted to export to the said island all kinds of clothing, provisions or victuals, ammunition, ordnance, and implements, without payment of custom, subsidy, or other duty, and also to transport thither such numbers of men, willing to go, as the Company should think fit.

At this time the manufactured commodities of India annually imported into Europe, and more particularly into England, were become so considerable, as to occasion loud complaints against the East India Company, as lesseners of the consumption of English manufactures; whereby it was observed that the annual exportation of bullion to India, which formerly did not often exceed £40,000, was greatly increased. These complaints continued without intermission, or rather increased, until the legislature found it necessary to enact a total and absolute prohibition of the wear of all such in England, muslins only excepted.

An attempt was made to open a trade with Formosa, which proved unsuccessful; and a vessel was also sent to Japan; but in consequence of the King of England having married a Princess of Portugal, they were refused permission to trade: they then proceeded to Macao, but from the intrigues of the Portuguese, it was with difficulty their cargo could be disposed of.

The Company made out, and presented to Parliament, an account of all bullion, gold, silver, and pieces of eight shipped by them since the year 1667-8, to this present year, 1674.

	£	s.	d.		£	s.	d.
In 1667–8	128,605	17	5	In 1671–2	186,420	8	3
1668–9	162,394	9	10	1672–3	131,300	5	11
1669–70	187,458	3	8	1673–4	182,983	0	6
1670–1	186,149	10	11	Total	1,165,311	16	6

" In lieu whereof, and of several sorts of manufactures sent out by the Company, there had been paid unto His Majesty for customs the sum of about £35,000 per annum.

" And for encreasing the navigation and strength of this kingdom, there hath been built within that time, and are now in building, 24 sail of ships, from 350 to 600 tons burden; and they have paid for freight and wages yearly to the amount of £100,000 per annum.

" And have furnished His Majesty's kingdoms of England, Scotland, and Ireland with all sorts of East India commodities, (excepting cinnamon, cloves, nuts, and mace), which, had they not done, would have cost the kingdom farr greater rates to have been supplied from other nations.

" And besides which, there are exported East India goods to other countries, by moderate estimate, double the value of what they have exported in bullion, which is a very great encrease to the stock of this kingdom, and the proceed of a greater part thereof is from time to time returned in gold and silver.

" And as for the permissions granted to others to send on their ships, the Company, not finding it convenient for themselves to trade in diamonds, bezoar stones, ambergreese, musk, pearles, and other fine goods, they have given leave to others to trade therein, paying only a small acknowledgment to the Company for freight, to the end that trade might not onely be preserved, but encreased, to the kingdom's advantage: by which also this kingdom is not only furnished with those commodities, but there is also sent out from hence of those fine goods, to a very great value unto other countries, for encreasing the stock of this kingdom."

1676. The English Company's affairs being at this time in a prosperous state, instead of making a dividend, it was agreed to add the profit to their capital, by which it became doubled; and every share of £50 was now made £100, so that their capital became £739,782 10s. Although it had been so recently demonstrated by experience, that a trade with the East Indies could only be carried on with advantage through the medium of an exclusive Company, the Company continued to be harassed by an inflexible opposition, who, emboldened by the spirit of the times, now meditated a blow at their legal existence. A work of some celebrity made its appearance at this time, purporting to be the opinion of a Barrister to a Country Gentleman, advising him against trusting his children's fortunes in East India bonds; because, as the Company were not established by an Act of Parliament, they had no legal existence, and were of course liable to be overturned or annihilated. This produced, on the part of the Company, a most able reply, supposed to be from the pen of Sir Josiah Child, in which is exhibited the following view of their affairs at this juncture:

That they employed to and from India 30 to 35 ships, from 300 to 600 tons burthen, 28 of which had been built within the last seven years; that their exports in 1674–5 consisted of bullion £320,000, and in woollens and other goods about £100,000. The returns from that adventure were calicoes, pepper, saltpetre, indigo, raw and wrought silks, drugs, &c. which, on sale in England, produced £860,000, from which deducting £60,000 for the maintenance of factors, forts, garrisons, &c. they added annually to the stock of the kingdom £370,000. There were also exported in the private trade of their officers and servants,

British manufactures and other goods, from	£40,000 to £50,000
Bullion	80,000 to 100,000

the returns for which were made in diamonds, pearls, musk, ambergris, &c. to the amount of from £250,000 to £300,000. The amount of India commodities consumed in England was estimated at, raw and wrought silks, £30,000; pepper, 180,000 lbs. at 8d. £6,00; indigo and drugs, £15,000; saltpetre, £30,000; and calicoes, £160,000. Their stock, which in 1665 was at 70 per cent. was now at 245.

The ships sent out this season were thirteen in number; seven of which were destined to Bantam, three to Surat, and three to Coast and Bay, and their chartered tonnage amounted to 6015 tons.

1677. About this period great clamours had been raised on account of the Company's exclusive privileges of trade, and many opinions were promulgated through the realm, that their charter was become forfeited and void by misuses and abuse. Doubts had also been suggested whether the Company were not liable to account to the Crown for monies arising by penalties levied in the East Indies, by seizures of forfeited goods, and by damages and compositions received from their servants for breach of contracts. The King granted a new charter (being the fourth), dated October 5, 1677, by which he confirmed to the Company for ever, all their rights, liberties, and franchises granted by their former charters, notwithstanding any misuser, nonuser, or abuser; and gave them the benefit of all damages they should recover from their servants or ship-owners, for breach of covenant, and a general pardon to the Company and their servants of all debts and demands (except customs and subsidies which accrued since September, 1676), directing that all prosecutions depending in respect thereof should be surceased and withdrawn. By this grant the Governor and Company were also authorized to coin money at Bombay, and in all other places mentioned in any of the King's charters, so that any of such coins were not called by the name of any coin current in the King's dominions, except in the East Indies.

1678. Permission was this year obtained for settling a factory at Tonquin; but in consequence of the exactions of the Mandarins, and the little trade carried on there, it was soon abandoned. Nine ships were sent out this season, three of which were destined to Bantam, three to Coast and Bay, and three to Surat; their chartered tonnage amounted to 4835 tons.

1679. Ten ships were sent out this season, three of which were destined to Bantam, four to Coast and Bay, and three to Surat; their chartered tonnage amounted to 5100 tons.

A factory was established at Amoy in China about this period.

1680. Ten ships were sent out this season, five of which were destined to Madras, three to Surat, and two to Bantam; their chartered tonnage was 4975 tons, and the bullion and merchandise exported on them were £346,213. From this period the exports by the East India Company are regularly stated.

1681. The silk-weavers of London this year unsuccessfully petitioned the House of Commons against the wear of East India silks, Bengals, &c. It was stated by one of the members of the House, "that we consumed £300,000 yearly in those East India manufactured goods, including printed and painted calicoes for cloths, bed-hangings, &c.

The Turkey Company made a formal complaint to the Council of the Company's interference in the article of raw silk, and thereby lessening the demand for woollens. The Turkey Company were heard in support of their complaint before the Lords of the Privy Council, to which the East India Company made an able and satisfactory defence. The substance of the Turkey Company's allegations and the East India Company's answers was printed, and exhibited an interesting view of the trade of both Companies.

While the above proceedings were pending before the Privy Council, the Company represented to their Lordships the necessity of their being afforded protection against illicit traders. They stated they were at an expence of £100,000 per annum for forts, garrisons, &c. and that it would be impossible to carry on a profitable trade if interlopers were permitted. A ship, commanded by Captain Sands, being now about to proceed with a cargo of £50,000 value, the King, at the request of the Company, laid an embargo upon her; and after a long and interesting trial, a decision was made in favour of the Company; so that the ship and cargo were sold off, to the proprietors' great loss. Notwithstanding which, the interlopers continued their voyages to India, being encouraged by the opinion of several eminent lawyers, who freely declared that the King could not legally obstruct them by any charter whatever granted to the Company, unless their exclusive powers had the sanction of an Act of Parliament.

1682. In August the English were expelled from Bantam, in consequence of a quarrel between the old King of Bantam and his son. The English took part with the father, and the Dutch with the son, and sent their forces to his assistance from Batavia, whereby the old King was vanquished, and shut up in prison. The young King gave the Dutch possession of the castle which commanded both the town and fort, whereupon they drove out the English Company's factors, and have ever since possessed the place.

1683. For the more effectually preventing and punishing interlopers residing at, or trading to the East Indies without licence, the King granted the Company their fifth charter, dated August 9, 1683, empowering the Company, their factors, &c. to seize all ships and goods brought from, or carried to any place within the limits of the Company's exclusive trade, granting to the Company one moiety of the forfeiture, and reserving the other moiety to the Crown.

Also, that the Governor and Company should have the rule and government of all forts, factories, and plantations, already or thereafter to be settled by the Company within the limits aforesaid, with the power of making and declaring peace and war with the heathen nations, and the appointment of Governors, &c. which Governors, &c. might muster forces, and execute martial law in India; the King, nevertheless, reserving the sovereign right over the said forts, &c. and power of making peace and war, when he should think fit to interpose his royal authority.

Also a power to erect Courts of Judicature in any of their settlements, and to appoint Judges thereof, who should determine according to equity and good conscience, and the laws and customs of merchants.

And, lastly, the King granted that the Company should enjoy all privileges in the City of London, in as large a manner as could be enjoyed by any Company of merchants erected by charter.

An alarming and dangerous mutiny broke out among the military at Bombay. Captain Keigwin, who commanded the garrison, seized the members of Government on the 27th of December, 1683, annulled the Company's authority by proclamation, and declared the island under the King's protection. The President at Surat used every means to persuade them to return to their duty, but in vain; and it was not till November, 1684, the island was again subjected to the Company's authority.

The inhabitants of St. Helena were also in a state of insurrection; many of them having refused to pay taxes, or acknowledge the Company's authority, it was found necessary to put in execution the powers with which they were invested by their new charter. Some of the most refractory were thereupon tried and executed. This occasioned a great ferment. The relatives of the parties complained to Parliament, who voted the Company's proceedings to be arbitrary and illegal, which was the means of rendering them very unpopular; but in other respects their concerns were in a flourishing state, their stock having in this year increased from 340 to 500 per cent.

The English having been expelled from their fort and factory at Bantam, the King granted a commission, dated August 1, 1683, authorizing the Admiralty to grant commissions to such as the Company should recommend, for enabling them to recover the said fort and factory from the Dutch, to whom the King of Bantam had made it over.

1686. The interlopers in India having become very numerous, and created great disturbances there, and, by setting themselves up as the true East India Company, incited the Mogul's people to make war on the Company in Bengal, to their great detriment, and the hazard of being deprived of their privileges of trade granted them by the country powers; a ship of war was dispatched to India, with the King's proclamation, enjoining all his subjects in India to repair to the Company's forts and factories, and to submit to their jurisdiction, with orders to seize all interlopers; and for enlarging and corroborating the Company's authorities, the King granted them a new charter, being the sixth, dated April 12, 1686, whereby he ratified all the preceding charters for ever in their fullest extent, notwithstanding any nonuser, misuser, or

abuser. And, further, granted to the Company, and their respective Presidents, Agents, Chiefs, and Councils in India, or to any three of them (whereof such President, Agent, or Chief to be one), power to administer to all persons employed by the Company, the oath taken by the freemen of the Company, and such other lawful oaths as the Court of Directors should prescribe. And also a power to exercise martial law at St. Helena, and the Company's fort at Priaman on the West Coast of Sumatra, as well as in all their other limits. And the King having been given to understand, that many of the native Princes and Governors of India, &c. taking advantage of the divisions, distractions, or rebellions amongst the English, occasioned by the late licentious trading of interlopers, had violated many of the Company's privileges, surprised their servants, ships, and goods, besieged their factories, invaded their liberties, and by many other ways, without just cause, abused their Chiefs and Factors, to the dishonour of the English nation, for all which the Company intended to demand satisfaction in a peaceable way; and if not obtained that way, to use force of arms, wherein they would have occasion to use their ships in a warlike manner: wherefore the King granted full powers to the Company to appoint Admirals, Captains, &c. from time to time, who might raise and muster seamen and soldiers on board their ships, as should be directed by the Company, or by their Captain-General in India, to whom authority was granted for seizing all English interlopers, and compelling them to submit, and for taking their ships and goods. Also to make war on such Indian Princes as might hurt the Company; with power, in time of open hostility with any Indian nation, to exercise on the other side the Cape of Good Hope, martial law, as well on board their ships as on land; reserving, however, liberty to the King at pleasure to revoke this grant of martial law in their ships.

The Company might also coin in their forts any species of money usually coined by the Princes of those countries, so that it should be agreeable to the standards of those Princes in weight and fineness, and so that they did not coin any European money; and it was declared that all such money so to be coined, should be current in any city, town, port, or place within the limits of the Company's charter, but not elsewhere.

The Company's affairs at this time were in so prosperous a state, that their profits in the nine years, 1676 to 1685, were stated to have amounted to £963,639.

1690. The Company published a view of their affairs, in which they stated that within seven years they had built sixteen large ships, from 900 to 1,300 tons burthen; that in lieu of Bantam, of which they had been unjustly deprived by the Dutch, they had erected and garrisoned three forts for the protection of the pepper trade; that they had at sea, in India, and coming home, eleven ships and four permission ships, whose cargoes amounted to £360,000; that they had then outward-bound for Coast and Bay, thirteen ships, valued at £570,000; seven for China and the South Seas, £100,000; and that they possessed goods unsold to the amount of £700,000; that they had also restored to order the revolted settlements of Bombay and St. Helena, had brought the war with the Mogul to a successful termination, and obtained a phirmaund in confirmation of their former privileges. Nevertheless, the clamours of the interlopers, and of the friends of those put to death at St. Helena, jointly conspired to bring the Company into discredit; insomuch, that printed papers were handed about, exposing their crimes and miscarriages, and proposals were also published for dissolving this, and erecting a new Company: and so far was the House of Commons influenced thereby, that they appointed a committee to consider of the East India trade, before whom the evidence of the different parties was heard. The committee, after much deliberation, came to the resolution, the 16th of January, 1690, "that it is the opinion of this committee, that the best way to manage the East India trade is to have it in a new Company, and a new joint stock, and this to be established by Act of Parliament; but the present Company to continue the trade, exclusive of all others, either interlopers, or permission ships, till it be established." The King's answer was, "that it being a matter of very great importance, it required some time to consider their address."

In the meantime he referred it to a Committee of the Privy Council, and the Company consented to abide by such regulations as the Council should prescribe. The Council resolved that their capital stock should be made up £1,500,000 at least, and not to exceed two millions, of which the present Company's stock of £740,000 was to constitute a part, and that they and the new subscribers should be incorporated for twenty-one years. To this the Company objected, on the ground that their quick stock and revenue were really worth more than £1,500,000, and that the current price of their stock at market was 150 per cent.; that all their forts, towns, and territories were their own for ever by their charters, and had cost them, first and last, upwards of £1,000,000. The King thereupon informed the Commons that, upon consultation, he found he could not dissolve the Company without giving them three years' notice, during which time they could not be hindered from trading, nor could a new Company trade till the three years were expired: he therefore recommended to them to prepare a bill for settling the business. The House accordingly took the subject under consideration; but owing to a diversity of opinion, nothing was determined upon, except an address to the King, to dissolve the Company at the end of three years.

1694. The Company, having made default in the payment of a duty of 5 per cent. imposed on their capital stock, by an Act of the 4th and 5th of William and Mary, chap. 15, a doubt arose whether, in strictness of law, their charters were not become void, under a proviso contained in the Act. To prevent the disorders and inconveniences which would have befallen the Company, and other persons concerned and employed in their commerce, as well at home as abroad, if the Crown were to have taken advantage of the forfeiture, the King granted to the Company a new charter of this date, for restoring them to their former capacities and privileges; subject to a special proviso, that if they should not accept of, and in all things conform to, such orders and constitutions as the King, with the advice of his Privy Council, should express and direct by any instrument under the great seal, the King should be at liberty to resume the charter. And by two separate instruments under the great seal, dated November 11, 1693, and 28th of September, 1694, the King prescribed various rules and orders for the Company's observance, *viz.*

By the instrument of 1693, it is ordered that,

I. All subscribers shall be members of the Company.

II. £744,000 shall be added to the present capital stock of the Company by a fresh subscription.

III. None shall subscribe above £10,000.

IV. In general Courts £1,000 stock to give one vote, and none to have above ten votes.

V. Such as shall become proprietors by purchase, shall pay £5 for their freedom; who (as also the new subscribers) shall take the oaths appointed by law, and also the freeman's oath.

VI. The Governor, or in his absence, the Deputy Governor, to have a casting vote in all Courts; each of them to have £4,000 stock in their own right; and each Director and Committee-man to have £1000.

VII. No permission shall be granted for ships to India on a private account, under the penalty of forfeiting the charters.

VIII. No private contract shall be made for the sale of goods, saltpetre for the King's use only excepted; but all to be openly and publicly sold; and no one lot (jewels excepted) to exceed £500 value.

IX. The Company shall annually export goods to India, of the growth and product of England, to the value of at least £100,000.

X. The Company shall annually supply the Crown with 500 tons of saltpetre, at £38 10s. per ton in time of peace, and £45 in time of war.

XI. All dividends of the Company's profits shall for the future be made in money only.

XII. A book shall be kept by the Company, wherein the value of their stock shall be entered, and attested upon oath, and lay open to the view of all persons concerned; and the like as to mortgages, alienations, transfers, and assignments.

XIII. The joint stock of the Company shall continue for a term of twenty-one years; and for the space of one year before its expiration, books shall lie open for new subscriptions to a new joint stock.

And by the second instrument of regulations, the following alterations were made:

I. The Company may license their own commanders and mariners (but none other) to trade on their own private account, in such commodities and to such value as a General Court shall direct.

II. To the intent that the Company's annual exports of English goods to India, to the value of £100,000, may be proved, a true account thereof in writing, signed by the Governor or Deputy, shall be annually laid before the King and Council, attested on the oaths of the proper officers; and no part of such goods shall be relanded, or carried any where out of the Company's limits.

III. Neither the Governor, Deputy, nor Committee shall lend out the Company's money without the authority of a General Court.

IV. If this and the two last charters shall not appear to be profitable to the Crown and realm, then, after three years' warning, all the said three charters shall be determined and void, and the said Governors and Company shall no longer continue a corporation.

V. Lastly, the Company shall, by a writing under their common seal, declare their acceptance of, and submission to, the said two charters; or, in their default, no longer act as a corporation.

1695. The Parliament of Scotland, on the 26th of June, 1695, passed an Act, enabling the King (as King of Scotland) to constitute a Scottish Company, with powers to trade to Africa and the East Indies, and authorized it besides, not only to trade to the countries within the East India Company's limits, but extended its range to America and the West Indies. It was, however, in the course of a few years repealed, in consequence of the representations and remonstrances from the East India Company, and the other European nations interested in that commerce.

The Company's settlements and trade having been exposed to great dangers by the continual depredations of the English pirates in the Indian seas, a reward of £500 was offered by the King, and a like sum by the Company, for the apprehension of Captain Avery, the principal of them, who, after enriching himself by plunder, had gone to the Bahamas, where his ship was sold, and the crew dispersed; several of them were, however, seized and executed.

1697. This year the silk-weavers of London were extremely outrageous and tumultuous, on pretence of the great quantities of silks, calicoes, and other Indian manufactures imported by the East India Company, and worn by all sorts of persons. They even carried their violence so far, as to attempt seizing the treasure at the East India House, and had almost succeeded in it; but were in the end reduced to order.

During the war with France, which was brought to a close by the treaty of Ryswick, the Company lost several valuable ships taken by the privateers of that nation.

1698. From the encouragement given to private traders by licences to trade with India, an opinion began to prevail that a second East India Company might be formed. The private merchants therefore made application to obtain from Parliament an Act for creating another Company, whereupon the Court of Directors made an offer to advance £700,000 at 4 per cent. interest, for the public service, provided their charter should be confirmed by Act of Parliament. The private merchants offered to raise £2,000,000 at 8 per cent. interest, provided they might have the exclusive trade to India vested in them. This last offer was considered the most advantageous to the public, and a bill was introduced into the House of Commons for accepting the offer; and they were incorporated by the name of the English Company trading to the East Indies, the old, or London Company to be permitted to trade till the 29th of September, 1701.

Thus the nation had two East India Companies constituted upon parliamentary authority. No sooner was the new Company erected, than numerous and obvious difficulties and objections were started against their trading during the three years remaining to the old Company, who were in possession of the forts, and of the privileges granted in India by the Moguls, &c. The English Company, therefore, in the course of a short period made advances to the London Company for a coalition, or union of stock and trade, which were rejected. On the 19th of January, 1699–1700, the London Company obtained an Act of Parliament, continuing them a corporation. On the 8th of March the King recommended an union of the two Companies, as it was his opinion "that it would be most for the interest of the Indian trade."

During these unsettled times the Company's stock fluctuated from 300 to 37 per cent.

The wear of India wrought silks, stuffs, and calicoes was become so universal in England at this time, and the complaints thereof so loud, that it was now thought proper to remedy so great an evil. The grievance was greatly heightened by the double importations by two East India Companies, which raised a great clamour in various parts of the country. A statute was therefore passed, enacting that from Michaelmas, 1701, all wrought silks, Bengals, and stuffs mixed with silk or herba, of the manufacture of Persia, China, or the East Indies; and also all calicoes, printed, painted, dyed, or stained there, should be locked up in warehouses appointed by the Commissioners of the Customs, till re-exported; so as none of the said goods should be worn or used, in either apparel or furniture, in England, on forfeiture thereof, and also of £200 penalty on the person having, or selling any of them.

The English Company established a factory at Borneo, and a ship was dispatched to China.

1700. In consequence of the recommendation of the King to form an union of the two Companies, a Court of proprietors of the London Company was called on the 23d of December, 1700, at which it was resolved, "that this Company, as they have always been, so are they still ready to embrace every opportunity by which they may manifest their duty to His Majesty, and zeal for the public good, and that they are desirous to contribute their utmost endeavours for the preservation of the East India trade to this kingdom, and are willing to agree with the new Company upon reasonable terms."

The Court were informed, that "His Majesty was glad to find that the London Company were disposed to unite with the English Company on reasonable terms, and that he would willingly know from themselves what those terms were."

A General Court was accordingly summoned, at which it was resolved, "that what terms may be judged reasonable, they do humbly conceive must arise from a treaty, and that they have appointed seven persons of this Company to treat with the like number of the English Company, in order to an union." Various conferences were held with the Governor and Committee of the English Company; and in January, 1702, the general terms of union were agreed on by both Companies, and approved by their respective General Courts on the 27th of April, 1702.

1702. An indenture, tripartite between the Queen and the two East India Companies, dated the 22d of July, 1702, passed under the great seal of England, which is described as the "Charter of Union." By this deed it was settled that the London Company should purchase as much of the stock of the English Company, at par, as would vest in each an equal proportion of the £2,000,000, for the advance of which to Government the charter had been originally granted to the English Company. The interests of the London and English Companies and private traders were as follow:

The London Company's subscription	£315,000
The English Company's subscription	1,662,000
Separate traders' subscription	23,000
	£200,000

By this agreement the interests of the two Companies were fixed, as follow:

Purchase of stock by the London Company, £673,000, in addition to their former stock, making their share together	£988,500
English Company's proportion	988,500
Separate traders' proportion	23,000
	£2,000,000

It was decided that in future the trade to India should be carried on for seven years by the charter of the English Company. Estimates were made of the dead stock of both Companies, that is, forts, factories, buildings, &c. as distinguished from money, ships, or merchandise. The dead stock of the London Company was valued at £330,000, and that of the English Company at £70,000; the English Company, therefore, were to pay £130,000 to the London Company, so as to make up their moiety of the whole dead stock, estimated at £400,000, and intended to become an additional stock on the joint account.

The London Company were to retain the use of their dead stock at home, that is, their offices and warehouses, during seven years, and after that period they were to go to the United Company. During this period, also, each Company were to hold their distinct Courts, and might raise money, either for their respective shares of the united trade, for their separate affairs, or for paying their separate debts; but all debts contracted for the joint trade, were to be paid out of the United Company's stock. Each Company were forthwith to bring home their separate estates, and make dividends to their respective proprietors; after which, neither Company were to send out ships, bullion, or goods on their separate account.

A Court of twenty-four Managers was appointed, twelve to be chosen from each Company, to carry on the trade, and to act according to such rules as might be settled by the General Courts of both Companies, empowered to make bye-laws for the united trade. Each Company were to furnish an equal part of the stock of the united trade, and to export one tenth of their cargoes in goods of the growth or manufacture of England, an account of which was to be annually delivered to the Privy Council; hereby releasing both Companies from all former covenants, saltpetre excepted, of which merchandise they were obliged to deliver to the Office of Ordnance 494¼ tons, at £15 per ton in time of peace, and at £53 in time of war, the refraction thereof settled at 15 per cent.; but no transaction on the joint trade was to be adopted without the concurrence of both Companies, the General Courts of which, and the Court of Managers were to have the sole government of all their forts, factories, &c. in India, and to appoint Governors and officers, with powers to build forts, &c. and to raise, train, and muster a military force for the defence of the same, and with authority to coin foreign money in India.

The London Company were to convey, with the Queen's licence, the islands of Bombay and St. Helena to the English Company, and resign their charters to the Queen in two months after the expiration of the seven years; and thenceforward the charter of the English Company (1698) was to be considered that of both, and the two East India Companies were to take the name in future of

"THE UNITED COMPANY OF MERCHANTS OF ENGLAND TRADING TO THE EAST INDIES,"

whose affairs were to be conducted by their own Directors, agreeable to the 10th of King William.

This deed having settled the respective interests of the two Companies at home, and having also ascertained the estimated value of their dead stock at home and abroad, was followed on the same day by what was termed a Quinque-Partite Indenture of conveyance of the dead stock of the two East India Companies. This indenture was made between the London Company of the first part; the English Company of the second part; Sir Jeremy Sambrooke, trustee of the London Company's freehold warehouses in Great St. Helens, London, of the third part; Sir Thomas Davall, and others, trustees of the London Company's leasehold warehouses in Great St. Helens, of the fourth part; and Sir James Bateman and

others, trustees for the English Company, of the fifth part. By this deed the London Company agreed to transfer the charters by which they held the islands of Bombay and St. Helena, to the English Company, in consideration of £200,000 credit in the united trade, and the sum of £130,000 paid to them in money, and also their rights to all their several forts and factories, within the limits of their charter, in the East Indies, of which the following is an enumeration, *viz.*

The factories depending on the Presidency of Bombay, Surat, Baroach, Amedabad, and Agra.

On the Malabar Coast, the forts and factories of Carwar, Tellicherry, Anjengo, and Calicut.

In Persia, the factories of Gombroon, Schiraz, and Ispahan, with the yearly rent of 1000 tomands, or £3,333 6s. 8d. paid by the Sophi of Persia at Gombroon.

On the Coast of Coromandel, Gingee and Orixa, the factories depending on the Presidency of Fort St. George, or St. George, and the City of Madras, Fort St. David, Cuddalore, Porto Novo, Pettipole, Mausulipatam, Madapollam, and Vizagapatam, and connected with them, the settlements on the island of Sumatra; or, York Fort, Bencoolen, Indrapore, Priaman, Sillebar, and the stations dependent on Bencoolen; and also the factory of Tonquin.

The factories dependent on the Presidency of Fort William; or Fort William, Chutanuttee, Balasore, Cossimbuzar, Dacca, Hughley, Malda, Rajamahl, and Patna, with all their claims or title to Bantam, or any other settlements they might have had in the Southern Seas; and all the stores and ammunition belonging to the said forts and factories respectively, and comprehending all the rents and customs arising from those settlements, and all the grants or phirmaunds by which the same were sold to them. This transfer also included their warehouses in London, and their house in Leadenhall Street.

The English Company, on the other hand, declared to the London Company that the following settlements constituted their dead stock, for which they were to be allowed £70,000 in the united stock; *viz.* the factories at Surat, in the Bay of Bengal, at Mausulipatam, Madapollam, on the island of Borneo, and on the island of Pulo Condore, with the stores and ammunition belonging to each, and all of them; and it was in explanation mutually covenanted that both Companies should enjoy the respective profits, and pay the respective charges of all their settlements, to the date of this deed, July 22, 1702.

1703. The bullion exported from England to the East Indies in six years, from 1698 to 1703, both years inclusive, was in silver £3,171,405, and in gold £128,229, total £3,299,634; being on an average £549,939 per annum. It appears, by an account made up by the Inspector General of the Customs, that the East India goods re-exported from England in the four years, 1698 to 1702, amounted to £2,538,934, being on an average £507,787 per annum.

The first auction in England was by Governor Yale, of Madras, of the goods he brought home.

1704. The Council of Pulo Condore obtained a grant of the island from the King of Cochin-China. In the following year, on the 2d of March, an insurrection took place among the Malay soldiers, who set fire to the Company's warehouses, and massacred the Chief and the greatest part of the English on the island. The Malays were supposed to have been instigated by the Cochin-Chinese, that they might get possession of the Company's treasure, estimated at 22,000 tales.

1707. By an Act, 6 Anne, chap. 2, for better securing the duty on East India goods, the security thereafter to be given, pursuant to the Act of the 9th of King William, that the East India Company should cause all the merchandise in any ship from India to be brought to some port in England, without previously breaking bulk, was directed to be after the rate of £2,500 for every 100 tons of each ship sent to the Indies (necessary provisions, stores, and merchandise, for the people and garrison of St. Helena, for their own proper consumption, only excepted); and except also where the breaking of bulk, or landing of goods should happen by the danger of the seas, enemies, restraint of Princes, &c. under penalty of forfeiting such goods or their value, &c.

The English settlement at Banjar Massin was suddenly attacked by the natives on the 27th of June, 1707; and though they were at first beaten off, the loss of the English in killed was so great, that it was with difficulty the survivors escaped on board the ships. The loss of treasure belonging to the Company on shore was estimated at 50,000 dollars. The natives were supposed to have been instigated to this measure by the Chinese, who were jealous of their interference in trade.

1709. The Earl of Godolphin having been constituted arbiter of the rights and privileges of the two Companies, and empowered to examine and ascertain the reciprocal credits and debts of each, made his award, the substance of which is as follows:

That all debts or money due to the Old or London Company, in India, China, Persia, St. Helena, &c.; and also all debts due to the English Company in India, China, &c. and the separate goods, wares, and merchandise of both Companies laden on ships in India, and which might not arrive in the River Thames before the 1st of September, 1708, should become the stock or property of the United Company.

That the London Company should transfer to the Queen, by indenture under their common seal, all their foreign debts, or debts due to them in India before the 31st of October, 1708, to the intent that the Queen might regrant the same, within ten days after that date, to the United Company. That after such regrant or transfer by the Queen, the United Company should be liable to pay the separate debts both of the London and English Companies in India. That the estate and effects of the London Company would not be sufficient to pay their foreign debts, or debts in India, to which debts the United Company would become liable from the date of this award; and therefore decreed that the London Company should pay to the United Company the sum of £96,615 4s. 9d.

That the estate and effects of the English Company in India would exceed their separate debts, and therefore decreed that the United Company should pay £66,005 4s. 2d. to the Directors of the English Company, for the use of their respective members.

That the London Company were indebted to a large amount in England, and therefore empowered them to call on their proprietors to raise £200,000, in two instalments, before the 1st of February, 1709, and such further sum before the 1st of March, 1709, as would be sufficient to clear off all their home debts; and then, taking into view the sum which had been advanced by the London Company at the union, to equalize the stock of the two Companies (or what was termed the 70 per cent. additional stock), decided, that when the London Company should have raised the first £100,000, the United Company should repay to them one-third of the said money, or additional stock, advanced by them at the union, for carrying on the united trade; and when they should have raised the second £100,000, another third part of the said additional stock should in like manner be repaid; and when they should have raised a sum sufficient to defray all their debts in Great Britain, the remainder of the said additional stock should be repaid, with the exception of £70,000, which was to be reserved as a security or penalty, that the London Company should surrender all their charters to the Queen on or before the 25th of March, 1709, which sum, on their failing to make such surrender, was to be forfeited to the United Company; but in the event of such surrender being made, the said sum of £70,000 was to be vested in trustees, to pay any remaining debts of the London Company; and should any surplus remain, to be distributed among the members of the London Company.

And, lastly, it was decided, that the London Company should transfer, before the 19th of March, 1709, to their respective members all such stock, in the proportion of their respective shares, as the said London Company might have in the stock of the United Company; and that the members having right to it, should be admitted to all the privileges of members of the United Company.

This award, proceeding on the authority of the Act of Parliament, was to be confirmed in all its parts by a decree of the High Court of Chancery.

By an account subjoined to the award, it appears that the debts of the London Company amounted to £1,249,807 7s. 6d. and their assets to only £850,011 18s. 5d. being a deficiency of £399,795 9s. 1d.

By an Act of the 6th of Anne, chap. 17, the Company, on advancing a further sum of £1,200,000 for the public use, without any additional interest, or, which was the same thing, on consenting to receive 5 per cent. interest for the former and present loan, amounting together to £3,200,000, had the term of their exclusive trade prolonged for 14½ years; that is to say, whereas, by the law of 1698, they were to be redeemable upon three years' notice after 1711, and repayment of principal and interest, their redemption was now prolonged to three years' notice after Lady Day, 1726. And for enabling the Company to make good this loan to the public, they were by this act empowered to borrow as far as £1,500,000 on bonds, over and above what they were legally authorized to do before, and also to make calls of money from their proprietors. The proprietors of the £7,200 in separate trade, might still continue so to trade till Michaelmas, 1711, when the United Company might, on three years' notice, pay the same off, whereby their privileges of trading would be solely vested in the Company. By this Act that part of the Act of the 12th of King William, which laid a duty of 5 per cent. on goods exported to India, was to cease from Michaelmas, 1714.

1710. The following is a list of the various places in which factories were established at different periods, from the commencement of the trade to the East Indies, till the union of the two Companies in 1708.

In the Red Sea or Arabian Gulf, Aden and Mocha.
In the Persian Gulf, Bussorah, Bushire, Gombroon, Ispahan, and Schiraz.
On the western side of India at the under-mentioned places:

Cutch.	Bombay.	Barcelore.	Cranganore.
Cambay.	Raybag.	Mangalore.	Cochin.
Amedabad.	Rajahpore.	Durmapatam.	Porca.
Brodera.	Carwar.	Cananore.	Carnoply.
Baroach.	Baticaloe.	Tellicherry.	Quilon.
Surat.	Onore.	Calicut.	Anjengo.

On the eastern side of the Peninsula, or Coast of Coromandel, the following:

Tuticorin.	Fort St. George.	Mausulipatam.	Vizagapatam.
Porto Novo.	Pulicat.	Verasheroon.	Bimliapatam.
Cuddalore.	Pettipole.	Ingeram.	Ganjam.

In Bengal the under-mentioned:

Balasore.	Cossimbuzar.	Lucknow.	Lahore.
Calcutta.	Rajahmal.	Brampore.	Malda.
Hughley.	Patna.	Agra.	Dacca.

On the Malay Peninsula to the southward:

Siam.	Quedah.	Cochin-China.	Johore.
Pegu.	Cambodia.	Patany.	Ligore.

On the Island of Sumatra and Java:

Acheen.	Sillebar.	Jambee.	Japara.
Passaman.	Ticoo.	Bantam.	Jacatra.

On the Island of Borneo, at Banjar Massin, and Succadana; and on Celebes, Macassar.
In the Moluccas, on Banda, Amboyna, and Pulo Roon.

In the China Seas; Pulo Condore, Tywan, Chusan, Amoy, and Macao; Magindanao on the island of the same name, and Firando in Japan.

In India a factory is simply what would be considered a house of agency for the sale and purchase of goods on commission. Factories of this description were frequently established in different places, with a view of exploring the state of the markets, and ascertaining the situations that were best adapted for trade. These minor factories were subject to the authority and controul of a superior government, consisting of a Chief and Council, with whom all orders and instructions originated, and to whom the factors were accountable for their transactions. A subordinate factory formerly, as at present, seldom consisted of more than a Factor, and a Writer as his assistant, with a few natives to perform the operations of manual labour.

Of the preceding factories 32 were at different periods established for the purpose of procuring the article of piece-goods only, *viz.* 10 on the north and western side of India, 11 on the Coast of Coromandel, and 11 in Bengal. And in the provision of pepper no less than 29 factories were settled at various times and in different places, *viz.* 16 on the Coast of Malabar, 6 on Sumatra, 3 on Java, and 4 on the Eastern Islands, most of which were withdrawn, not answering the expence of their maintenance.

The following is an account of the number of ships sent from England by the London Company in the years 1681–2 to 1709–10 inclusive, with their chartered tonnage, and the amount of their cargoes, which consisted of bullion and merchandise, the particulars of each of which cannot be ascertained; exclusive of ships belonging to individuals, of which no account has been preserved.

Years.	Ships.		Amount of Exports.	Years.	Ships.		Amount of Exports.
	No.	Tonnage.	£		No.	Tonnage.	£
1680–1	10	4,975	316,213	1695–6	7	3,126	228,622
1681–2	23	9,100	834,496	1696–7	4	1,870	115,570
1682–3	21	8,625	515,246	1697–8	9	3,605	388,658
1683–4	22	10,880	482,147	1698–9	14	5,550	590,914
1684–5	14	5,545	520,341	1699–0	12	5,086	582,753
1685–6	13	7,775	649,299	1700–1	7	2,675	452,716
1686–7	6	3,320	298,958	1701–2	9	2,985	317,293
1687–8	6	2,908	157,491	1702–3	12	4,730	220,223
1688–9	2	875	30,239	1703–4	13	4,195	411,745
1689–90	4	955	131,692	1704–5	17	5,025	349,711
1690–1	6	2,589	125,101	1705–6	9	2,420	198,138
1691–2	7	2,786	143,728	1706–7	9	3,120	333,245
1692–3	5	2,510	171,812	1707–8	15	5,130	502,983
1693–4	15	5,858	677,616	1708–9	10	3,410	550,358
1694–5	9	3,855	395,391	1709–10	13	4,550	513,733

1711. By an Act of the 9th of Anne, chap. 7, it is declared that no person shall serve as a Director of the East India Company and the Bank of England at one and the same time. The like regulation was also prescribed with regard to the South Sea Company, established in this year.

The price of East India Stock in the month of November in this year was 124½.

1712. By the 10th of Anne, chap. 28, to encourage the Company to proceed in their trade, and make lasting settlements, their exclusive privileges were further prolonged until three years after Lady Day in 1733; and they were allowed to continue trading in their corporate capacity, although their funds should be redeemed.

The Company presented a petition to Parliament against a Bill for laying additional duties on calicoes, tea, coffee, drugs, &c. in which they stated that they exported woollens and other British products to the extent of £150,000 per annum.

1714. The Emperor, Charles VI. granted commissions to ships fitted out at Ostend, for trading to the East Indies. These ships it was discovered were chiefly English or Dutch property, covered under the Emperor's flag. Both the English and Dutch Governments complained of this transaction to the Court of Vienna, as being a breach of the treaty of Munster; but the Emperor did not manifest any inclination to redress the evil.

1715. The English Company sent a deputation to Delhi, to solicit redress for the past, and security against future oppressions on the part of the officers of the Mogul Government. The Mogul granted them a phirmaund, under date January 6, 1716, exempting their trade from duties, on the payment of a peshcush of 10,000 rupees per annum.

In the phirmaund it is recited, as part of the Company's representation, "that customs on English goods are only payable at Surat; that in Shah Jehan's time these were only 2 per cent; in the time of Aurungzebe 3½ at Surat, and none at other places; in Bahauder Shah's time they were 2½; that by reason of the Government officers' oppressions, it is three years since they have withdrawn their factory. In Bahar and Orixa they have no customs. In Hughley they give 3000 rupees a year in lieu. By this phirmaund they are allowed to possess forty biggahs of land (about 15 acres) wherever they established a factory."

1716. No redress having been obtained for the invasion of the privileges of the English East India Company, a proclamation was issued by the King, strictly prohibiting His Majesty's subjects from trading to the East Indies under foreign commissions, contrary to the privileges of the English East India Company, and also from serving on board foreign ships.

By an Act, 5 Geo. I. chap. 11, no goods from the East Indies can be landed in Ireland, on penalty of forfeiture of goods and vessel.

About this period there was a considerable scarcity of silver coin in England, occasioned, as it was stated, by the vast exportation of silver bullion to the East Indies, whereby silver had become scarcer, and gold more plentiful, by the profit of bringing gold from India and China. It was asserted that the East India Company had exported in one year near 3,000,000 ounces of silver to India, which was more than was imported from all parts.

1718. The trade from Ostend to India, under the Emperor's flag, being still carried on, notwithstanding the remonstrances of the English and Dutch, an Act was passed for the better securing the lawful trade of His Majesty's subjects to the East Indies, and for the more effectually preventing all His Majesty's subjects from trading thither under foreign commissions, whereby it was enacted that "whereas it is of great importance to the welfare of the kingdom, that the trade to and from the East Indies be regulated according to Acts of Parliament, and the royal charters; and that, particularly by an Act of the 9th of King William III. the East Indies should not be visited nor frequented by any British subjects, other than such as might lawfully trade thither, under the penalties therein set forth; and that the goods laden from India should, without breaking bulk, be brought to some port in Great Britain to be laden. Notwithstanding which restrictions, and the proclamation of the year 1716, several British subjects, not entitled under the said laws, have presumed to trade to India, in foreign and other ships, to the diminution of His Majesty's customs, and the trade of this kingdom; wherefore the contraveners are hereby declared liable to all the penalties of the laws in being. And, moreover, the East India Company are hereby authorized to seize on the persons of all such British subjects as shall be found within their limits, and to send them prisoners to England; and that all or any British subjects, acting under a commission from any foreign potentate, shall forfeit £500 for every such offence."—This Act was further continued, by the 5th of Geo. III. chap. 29, for seven years, from the 1st of May, 1732.

1719. The Company's servants, having abandoned York Fort, on the West Coast of Sumatra, began erecting Fort Marlborough, two or three miles distance; but were prevented proceeding by the natives, who drove them out. In the ensuing year they returned, and without opposition completed the fort.

1721. The use of printed Indian calicoes, both in apparel and household furniture, was at this time become so universal, as to be a great detriment and obstruction to the woollen and silk manufactures of the kingdom. This had occasioned several riots and tumults of the weavers in London, &c. It was therefore found necessary to redress the grievance, wherein so many were interested. An Act of Parliament was in consequence passed, to preserve and encourage the woollen and silk manufactures, &c. which absolutely prohibited the wear thereof, under the penalty of £5 for each offence on the wearer, and of £20 on the seller.

The Ostenders still persisting in trading to the East Indies, Parliament passed an Act for further preventing His Majesty's subjects from trading under foreign commissions, and prohibiting the importation of tea from any part of Europe, over and above all former restraints laid on British subjects from resorting or trading to the East Indies under foreign commissions; with sundry other new additional restraints and penalties. (7 Geo. I. chap. 20.) And by the Dutch placards it was made death for any of their subjects to be concerned therein.

1722. The interference of the Ostend Company, and various other difficulties, at this time obliged the Company to reduce their half yearly dividend from 5 to 4 per cent.

1726. King George I. granted the Company a new charter of confirmation, with ample powers to erect corporations at Bengal, Madras, and Bombay, and to establish Courts of Judicature there. The powers conferred by this charter were enlarged and more accurately defined by subsequent charters.

In this year the East India House in Leadenhall Street was built.

1727. By an Act of the 13th of George I. chap. 8, the South Sea Company, with the licence and consent of the East India Company, were allowed to take in negroes at Madagascar, giving security not to break bulk, or to proceed to any other places within the Company's limits, under forfeiture of their ships and cargoes, and of double the value. This Act was to continue for six years only; and the South Sea Company were thereby limited to four ships annually, and to carry to Madagascar nothing but the necessary provisions, &c. solely for the purchase of negroes.

The English and Dutch at length succeeded in convincing the Emperor of the injustice of sanctioning the Ostend East India traders; whereupon he suspended their charter.

1730. The Company's term for the redemption of their capital, and of their exclusive trade, being near its expiration, that is, on three years' notice from Lady Day, 1733, a powerful and strenuous opposition to its renewal was now raised by certain merchants and gentlemen, who, foreseeing that the Company would apply to the legislature for a prolongation of their exclusive privileges, determined to be beforehand with them; and, therefore, in February, 1730, they presented to the House of Commons their petition and proposals, wherein they offered to advance £3,200,000, to redeem the fund of the Company, by five several payments, the last to be at Lady Day, 1733, to be allowed an interest of 4 per cent. till that term, and only 2 per cent. after it; provided,

I. That they might be incorporated, and in all respects vested with all the exclusive privileges and trade of that Company; yet so as not to trade in one joint stock, or in their corporate capacity, but that the trade should be free and open to all His Majesty's subjects, who should pay one per cent. of the value of their exports to India, in consideration of their taking out a licence from the proposed corporation.

II. That this trade be solely carried on from the Port of London.

III. That the proposed Company's term be 31 years, and be redeemed on three years' notice.

IV. That, moreover, for enabling the proposed corporation to defray the expences of forts and

settlements in India, as well as the preservation and enlargement of the trade, they were to be empowered to levy a duty of 5 per cent. on the gross value of all the merchandise which should be imported from India.

The House of Commons rejected the petition, and passed a bill, entitled "An Act for reducing the annuity or fund of the United East India Company, and for ascertaining their right of trade to the East Indies, and the continuance of their corporation for that purpose," upon the terms therein mentioned; whereby, after a full recital of former statutes and charters, the Company agreed, and it was enacted, that their yearly fund should be reduced from 5 to 4 per cent. from Michaelmas, 1730; in consideration whereof, and of £200,000 to be paid by them for the public service of the year 1730, all their exclusive privileges of trade to the East Indies were continued and prolonged from Lady Day, 1736, to Lady Day, 1766, and three years' notice then to be given, being in all, including the said three years' notice to Lady Day, 1769, 33 years; when, on payment of their entire capital of £3,200,000, their exclusive privileges of trade were to cease and determine. Yet, nevertheless, the Company were to continue as a corporation for ever, to enjoy the East India trade in common with all other subjects. The Company, moreover, at any time, on one year's notice after Lady Day, 1736, might be paid off their whole capital by any payments, not less than £500,000 at a time, and so on from time to time, on such yearly notices by Parliament. The Company were likewise hereby debarred from possessing in Great Britain lands, tenements, &c. exceeding £10,000 yearly rent.

1734. The following is a statement of the number of ships sent out from England by the Company, with their chartered tonnage, the amount of merchandise and bullion exported, the number of ships lost or taken, likewise the sale amount of the goods imported by the Company in each year, 1708–9 to 1733–4.

Years.	Ships sent from England.		EXPORTS FROM ENGLAND.			Ships lost, taken, &c.	IMPORTS.
			Merchandise.	Bullion.	Total.		Sale Amount.
	No.	Tons.	£	£	£		£
1708–9	10	3,410	162,187	388,171	550,358	2	986,516
1709–10	13	4,550	161,071	352,662	513,733	3	654,766
1710–1	15	5,055	200,515	375,405	575,920	1	496,532
1711–2	12	4,410	162,292	327,705	489,997	1	955,372
1712–3	8	2,790	109,042	223,162	332,204	—	913,866
1713–4	11	3,395	85,206	263,000	348,206	—	1,429,519
1714–5	9	3,110	79,364	364,871	444,235	—	1,394,622
1715–6	12	4,420	60,866	422,726	483,592	1	1,159,888
1716–7	13	4,645	68,547	489,636	558,183	1	805,108
1717–8	13	5,170	88,036	608,118	696,154	—	989,722
1718–9	16	6,040	107,470	659,006	766,476	1	1,332,902
1719–20	18	7,065	134,353	522,637	656,990	4	1,094,622
1720–1	20	8,210	121,958	454,546	576,504	2	1,397,163
1721–2	18	7,040	147,615	629,929	777,544	1	1,531,146
1722–3	17	6,975	135,104	609,768	744,872	—	1,528,106
1723–4	12	5,220	118,157	466,468	584,925	—	1,457,856
1724–5	13	5,860	96,992	597,652	694,644	—	1,747,804
1725–6	12	5,085	79,987	466,421	546,408	—	1,519,558
1726–7	11	4,925	76,573	488,351	564,924	—	1,371,184
1727–8	13	5,620	101,403	368,389	469,792	—	1,688,752
1728–9	15	6,733	102,102	519,606	621,708	—	1,354,212
1729–30	17	7,233	134,583	635,771	770,354	1	1,458,051
1730–1	13	5,830	136,573	539,755	676,328	—	1,589,640
1731–2	15	7,140	149,626	619,226	768,852	1	1,238,059
1732–3	13	6,310	105,230	393,377	498,607	—	1,940,996
1733–4	14	6,440	139,622	402,789	542,411	1	1,535,747
Total.	353	142,981	3,064,774	12,189,147	15,253,921	20	33,571,709

From the operation of various causes, but particularly the reduction which had taken place in the rate of interest on the debt due to the Company from Government, and the £200,000 paid for the renewal of their charter, the Court of Directors recommended to the General Court, that the half-yearly dividend due at Christmas, 1734, should be reduced from 8 to 6 per cent. The Court of Proprietors resisted the proposition, and upon a ballot resolved to reduce it only to 7 per cent.

1736. About this period Thomas Kouli Khan, the Persian usurper, who had assumed the title of Nadir Shah, ravaged the empire of Hindostan. Mahomed Shah, the Mogul, accommodated matters by ceding to him all the provinces to the westward of the Indus. On his return to Persia in 1739, he is said to have carried off, in treasure and effects, £125,000,000 sterling. During these troubles the Nizam ul Mulck established himself in the Soubahship of the Decan. Bengal also became independent under Anaverdy Cawn in 1738, and about the same time the Rohillas formed themselves into a state on the east side of the Ganges. The Mogul empire, thus weakened, was soon after entirely subverted.

1740. About this period an attempt was made to revive the trade with Persia by the way of Russia; and it being doubted whether the Act of Navigation permitted the importation of silk from Persia through Russia, a new Act was obtained, by which the merchants were enabled to carry on this trade as they had done before the Act of Navigation. In consequence of which, considerable quantities of woollen goods were exported to Persia, by the way of Russia, in return for Persian raw silk. This continued till 1747, when the carrying of goods through Russia to Persia was prohibited by a decree of the Russian Legislature. The navigation of the Caspian Sea was also refused to the British flag; and the ships which had been built by the Russian Company for this service, were sold at a great loss; and during the civil wars in Persia, the effects of the British merchants were plundered, to the amount of above £100,000.

1744. The East India Company, in consideration of an enlargement for fourteen years longer of their present exclusive trade and privileges, agreed to advance £1,000,000 for the public service of 1744, at 3 per cent. interest, which was accordingly confirmed by an Act of Parliament; the Company being for this end enabled to borrow money on their common seal, by creating a million of new bonds at three per cent. interest; so that the debt due by the public to the Company was £4,200,000, *viz.*

Lent in 1698, in consideration of the charter of incorporation.....	£2,000,000
In 1707 there was advanced on an interest of 5 per cent.....	1,200,000
In 1744, in consideration of an extension of exclusive privileges.....	1,000,000

This debt was declared to be redeemable upon one year's notice, after Lady-day, 1745, by payments of not less than £500,000 at any one time; but, notwithstanding such redemption, the Company was to continue to enjoy its exclusive commerce for the term granted by former laws; and in consideration of this loan to the public, it was to have an addition of fourteen years to its present exclusive term, which would therefore extend to 1780, three years' notice to be given by Parliament after Lady-day, 1780; and at the expiration of the said three years, and repayment of the above £4,200,000, and all arrears of interest, then its title to an exclusive trade should cease and determine: yet, after the said determination, the Company should continue to have a common right with other subjects in and to the trade to India.

1746. The English having refused the neutrality offered by the French, the latter came to the resolution of giving a vigorous exertion to their force in India; and to distress the English as much as possible, they besieged Madras, the principal settlement on the Coast of Coromandel, which surrendered to them on the 10th of September, 1746; from which period the Government was transferred to Fort St. David, and continued there till Madras was restored.

1748. The English made an unsuccessful attempt upon the French settlement of Pondicherry.

A general peace was concluded in Europe, and definitively signed at Aix-la-Chapelle on the 7th of October, whereby it was agreed that all the conquests that had been made since the commencement of the war in the East Indies, should be restored. Madras was in consequence delivered up by the French.

1750. The interest on the debt of £4,200,000 due from Government, was reduced to 3 per cent. and the Company were empowered to grant annuities towards the discharge of their bond debt, for which the funds appointed for the payment of the interest to the Company, were made a collateral security.

The late war in India brought together a greater number of troops than either the English or French had assembled before; and the two powers, when no longer authorized to fight against each other, took the resolution of employing their arms in the contests between the native Princes. From 1749 to 1754 they opposed each other only as auxiliaries. A truce was then agreed upon between both nations; after which they recommenced hostilities, when war was declared between Great Britain and France in 1756, and continued till the general peace was concluded in 1763. This war was gloriously conducted by the English forces in India. The particulars are detailed under the head of the French East India Company.

1755. The Company, in consequence of the expences incurred in India on account of the war, were under the necessity of reducing their dividends from 8 to 6 per cent.

The Doddington outward-bound East Indiaman was lost on the 17th of July, 1755, off the East Coast of Africa, and the greater part of her crew and passengers perished.

1756. An expedition was fitted out from Bombay, under Commodore James, against the pirate Angria's possessions on the Malabar Coast. He sailed from Bombay on the 22d of March, 1755, captured Severndroog on the 2d of April, Bancoote on the 8th, and after reconnoitring Gheriah, Angria's capital, returned to Bombay the 31st of December. They again sailed on the 27th of January, 1756, and on the 13th of February Gheriah surrendered to the English and Mahratta forces, and was delivered up to the latter. Angria's fleet was destroyed, and considerable booty was found in the place.

In this year Surajah Dowlah, Nabob of Bengal, captured Calcutta from the English; but on the arrival of reinforcements from Madras, they succeeded in regaining possession of it; and large tracts of land were granted them by Jaffier Ally Cawn, whom they made Nabob of Bengal.

1757. The French captured the British factories at Ingeram and Bandermanlanka, and invested Vizagapatam with a very large army, which soon surrendered by capitulation. This capture gave the French the entire possession of the coast from Ganjam to Mausulipatam.

Three homeward-bound East Indiamen, the Houghton, Suffolk, and Godolphin, were attacked by two French ships, one of sixty-four guns, the other a frigate of thirty-six guns, off the Cape of Good Hope. The French ships attacked them with an assurance of victory over trading vessels heavily laden; but the Indiamen formed into a line, and sustained a furious engagement for upwards of three hours, in which the French made repeated attempts to board, but were always repulsed, and at last sheered off with the loss of 146 men killed and wounded. The East India Company on the 27th of September ordered a gratuity of £2000 to each ship's company, as a reward for their courage and fidelity.

1758. The French, under the command of General Lally, captured Cuddalore on the 3d of May, and on the 26th, Fort St. David surrendered by capitulation; the fortifications of which were destroyed by the French, and have not since been rebuilt.

The French commenced the siege of Madras on the 12th of December, 1758, which they were compelled to raise on the 17th of February, 1759.

The Parliament in the supplies for the service of the year, granted the Company £20,000 towards enabling them to defray the expence of a military force in their settlements, in lieu of His Majesty's troops.

1759. The English factory at Surat, having been grievously insulted and oppressed by the native Governors, a force was detached to take possession of the castle, which was obtained on the 4th of March, and the English established in a most valuable and useful settlement.

The English factory at Gombroon was taken, plundered, and burnt by the French on the 15th of October, under D'Estaing, who was at the time on his parole, having been taken prisoner at the siege of Madras, and had not been exchanged.

Mausulipatam was taken from the French by storm on the 7th of April, with but little loss.

The Dutch, availing themselves of the situation of the English, made preparations for invading the British possessions in Bengal, and embarked upwards of 1500 men on board seven vessels, *viz.* the Vlessingen, Bleiswyk, Welgelecegen, and Princess of Orange, of 36 guns each; Elizabeth Dorothea, and Waereld, of 26 guns each; and Mossell, of 16 guns. The English had only three East Indiamen to oppose to this formidable force: the Calcutta, Captain Wilson; the Duke of Dorset, Captain Forrester; and the Hardwicke, Captain Sampson. On their approaching each other in the river, the Dutch drew up in line of battle to receive the English, who followed their example, and the Duke of Dorset began the engagement; but the wind dying away, she could not be properly seconded for some time. However, when the other two ships came up, they maintained so smart a fire upon the Dutch, that two of their smaller ships were obliged to cut their cables, and run, and the other was driven ashore. After a severe action of two hours, the Dutch Commodore struck, and the others followed his example, except his second, who got off by fighting his way, and fell down the river to Culpee, where he was intercepted by the Oxford and Royal George, who had arrived two days before. The Dutch Commodore had 30 men killed, and many wounded: he suffered most, as did the Duke of Dorset on the English side, who was more immediately engaged with him. This ship was almost torn to pieces, and had above ninety shots in her hull; yet she had not a man killed: nor did the other ships lose a single man, though the Dutch had above a hundred killed and wounded. The rest were made prisoners, and carried up to Calcutta. This brave action, by which the province of Bengal may be said to have been saved, received the warmest thanks from the Court of Directors on the return of the ships to England.

1760. A fleet of seventeen East Indiamen arrived under the protection of Admiral Pococke on the 20th of September. This was the richest convoy that ever arrived together from India.

Karical was taken from the French by Major Monson on the 5th of April.

Count D'Estaing attacked and captured the British settlements of Natal, Tappanooly, and Bencoolen, on the West Coast of Sumatra, committing all the ravages in his power. The English, however, restored them in the following year to their former state.

1761. Pondicherry, the capital of the French possessions in India, was taken by the English under Colonel Coote, on the 16th of January, after a tedious siege of eight months. Mahé, with its subordinates, surrendered to the British troops under Major Hector Munro, on the 10th of February, 1761.

Jaffier Ally Cawn, who had been placed on the throne of Bengal in 1757, was deposed, and his son-in-law, Cossim Ally Cawn, promoted to that dignity, who granted the English a considerable extent of country, and confirmed all the privileges given by his predecessors.

1762. Government granted the East India Company £20,000, in lieu of affording them a regiment for the protection of their settlements in India.

War having been declared against Spain, an expedition was fitted out from India against Manilla, the principal settlement belonging to the Spaniards in the Philippine Islands. The fleet sailed from Madras on the 1st of August, and arrived in Manilla Bay on the 23d of September. The place was taken by storm on the 6th of October, and a capitulation agreed upon, by which the town and port of Cavite, with the islands and forts dependent on Manilla, were to be given up to his Britannic Majesty, and they were to pay 4,000,000 dollars for the preservation of the town and their effects, for which bills were after-

wards given. The Spaniards, however, evaded the ransom, and acted on the most dishonourable terms, and to this period the ransom has never been paid.

1763. The conduct of Cossim Ally Cawn, the new Soubah, having been ungrateful to the English, a war took place between them, which was carried on with uninterrupted success on the part of the latter, who defeated the Nabob in several actions, and became entirely masters of the province of Bengal.

A treaty of peace was concluded between England and France. This treaty put a conclusion to the war carried on by the two powers in the East Indies, first as auxiliaries to the native Princes, and afterwards as declared enemies, for the space of eight years, during which period the British troops acquired immortal honour, and great advantages for the East India Company.

The Company, by treaty concluded with Mahomed Ally Cawn, Nabob of the Carnatic, dated the 29th of October, 1763, obtained possession of certain districts, called the Jaghire lands, which were confirmed to the Company by the Mogul's phirmaund, dated the 12th of August, 1765. The revenues of these lands were entered in the Mogul's books at 4,00,494 pagodas.

The Company made a demand upon Government for the following sums advanced, *viz.*

Subsistence of French prisoners in India	£260,687
Expences incurred on the expedition to Manilla	139,877
Hospital expences, on account of His Majesty's forces	21,447

making a total of £422,011, of which sum they afterwards received from the Lords of the Treasury £28,366; so that their deficiency on this head amounted to £393,645.

1765. Lord Clive was appointed Governor-General of India, with more powers than any preceding Governor had ever been vested with. Soon after his arrival, he obtained from the Great Mogul a formal grant to the Company of the administration of the provinces of Bengal and Orixa, on condition of paying an annual quit rent of 26,00,000 rupees, and for the expences of the civil government, and the support of his dignity, 53,00,000 rupees yearly. The remainder of the revenues were allotted to the Company for their expences in supporting their armies and other charges. Thus a territory, much larger than Great Britain and Ireland, producing a revenue estimated at £1,700,000 per annum, and containing upwards of ten millions of inhabitants, was acquired to the Company. The Mogul also confirmed to the Company the provinces of Burdwan, Midnapore, and Chittagong.

The Company obtained a grant of the five Circars, commonly called the Northern Circars, by the Mogul's phirmaund, dated the 12th of August, 1765, which was afterwards confirmed to them by treaty with the Nizam, or Soubah of the Decan, to whose government they had been subject. By this treaty, dated the 12th of November, 1766, the Company engaged to pay the Nizam for the three Circars of Ellore, Rajahmundry, and Mustaphanaghur, 5,00,000 rupees yearly, and 2,00,000 for each of the Guntoor and Chicacole Circars, the latter of which was not then reduced to obedience, as soon as the Company should be put in possession of them. The possession was so far settled and adjusted by May, 1766, as to yield the net sum of £140,000, and in 1769 the annual net receipt was £290,000.

From the accounts laid before Parliament, it appears that the first cessions of territory were very inadequate to the support of the Company's establishment, the revenues and charges being as follow:

The Bengal revenues of all descriptions, both old and new, brought into the treasury, from 1761 to 1766	£3,240,000
Besides the revenues from the ceded lands, a further sum was realized for the Dewannee, in the five years	1,080,000
The revenues of Bombay brought clear into the treasury in the five years	349,000
The revenues of Bencoolen and other gains were	75,000
Forming a total of revenue in five years of	£5,760,000

The disbursements were as follow:

Bengal, civil and military, fortifications, and other expences	£4,108,000	
Fort St. George ditto	1,984,000	
Bombay ditto	1,124,000	
Bencoolen ditto	172,000	
		7,388,000
The expences during the five years exceeded the revenues		£1,628,000

The following is a statement of the number of ships sent out by the Company to India and China, with their chartered tonnage; the amount of exports from England, specifying the merchandise and bullion; the number of ships lost, taken, &c. outward and homeward bound; together with the amount sales of the homeward-bound cargoes in the years 1734-5 to 1765-6 inclusive.

Years.	Ships sent from England.		EXPORTS FROM ENGLAND.			Ships lost, taken, &c.	IMPORTS.
			Merchandise	Bullion.	Total.		Amount Sales.
	No.	Tons.	£	£	£		£
1734-5	14	6,730	108,507	490,992	599,499	1	1,372,215
1735-6	16	7,790	152,494	482,986	635,480	2	1,997,452
1736-7	17	8,275	172,147	557,975	730,122	4	1,815,998
1737-8	18	8,760	188,905	492,720	681,625	2	1,724,013
1738-9	16	7,900	146,727	474,525	621,252	1	1,540,352
1739-40	18	7,848	113,521	427,902	541,423	—	1,699,682
1740-1	21	9,787	188,182	484,928	673,110	—	1,795,584
1741-2	17	7,898	210,757	437,550	648,307	1	1,584,719
1742-3	17	8,088	205,131	580,879	786,010	1	1,843,475
1743-4	21	8,271	234,861	547,880	782,741	2	1,779,139
1744-5	15	7,329	231,319	458,544	689,863	2	1,997,506
1745-6	21	9,172	91,364	476,853	568,217	1	2,480,966
1746-7	20	8,959	265,818	560,020	825,838	2	1,602,388
1747-8	23	9,564	107,979	779,257	887,236	2	1,739,159
1748-9	16	7,665	127,224	706,891	834,115	2	1,786,041
1749-50	17	7,618	272,877	900,069	1,172,946	—	2,697,699
1750-1	17	8,235	233,954	809,252	1,043,206	—	2,221,890
1751-2	19	9,264	313,031	936,185	1,279,216	—	2,458,358
1752-3	20	9,732	351,600	833,394	1,184,994	—	1,978,002
1753-4	21	10,350	369,284	944,256	1,313,540	—	2,235,760
1754-5	16	7,835	292,117	668,893	961,010	1	2,138,075
1755-6	15	7,112	240,469	620,379	860,848	—	2,106,351
1756-7	19	9,481	243,340	795,008	1,038,348	3	2,069,500
1757-8	20	9,908	293,413	456,253	749,666	—	1,760,919
1758-9	22	10,978	313,577	172,604	486,181	—	1,357,367
1759-60	20	9,980	236,525	142,922	379,447	1	2,219,264
1760-1	16	7,986	361,551	91,136	452,687	1	2,570,611
1761-2	23	10,766	519,375	27,090	546,465	1	1,865,109
1762-3	20	9,980	488,596	56,857	545,453	1	1,998,117
1763-4	26	12,577	429,219	40,017	469,236	1	2,650,895
1764-5	22	10,879	445,328	345,404	790,732	4	2,575,819
1765-6	22	10,978	455,577	281,875	737,452	1	2,789,952
Total	605	287,695	8,434,769	16081,496	24516,265	37	64,452,377

1767. The public conceiving they had a claim to participate in the newly acquired revenues of the East India Company, a Committee of the House of Commons was appointed to enquire into the Company's concerns. During the enquiry, the Company were about to declare a dividend of 12½ per cent. Government were desirous they should forego making this dividend, until their affairs had undergone a

further investigation; but the Company persevering in their intentions, two bills were passed, the one, 7 George III. chap. 48, for preventing proprietors in all trading joint stock companies from voting in General Courts, unless they had been in possession of their stock six months; and, to prevent the dangerous consequence of sudden and unwarrantable alterations in the rates of the dividends, it was enacted that dividends should only be declared at a half-yearly or quarterly General Court, at least five months after the declaration of the preceding dividend; that the declaration should be only for one dividend; and that every proposition for increasing the rate of a dividend should be decided by ballot three entire days, at the least, after the breaking up of the General Court wherein the proposal was made.

By the other Act, 7 Geo. III. chap. 49, it was enacted that after the 24th of June, 1767, no dividend should be made but by ballot in a general meeting of the Company, summoned expressly for that purpose by at least seven days' previous notice fixed on the Exchange of London, and that no dividend above 10 per cent. per annum should be made before the next session of Parliament.

By another Act, 7 Geo. III. chap. 57, the Company, in consideration of their territorial acquisitions, became bound to pay to the public £400,000 per annum for two years, commencing from the 1st of February, 1767. It was, however, provided, that if they should be deprived of their territories, or any part of them, during that period, a proportional abatement should take place.

The Company were involved in war with Hyder Ally, who usurped the government of the kingdom of Mysore in 1763, and in a short time extended his dominions so as to become formidable to his neighbours. The war continued with various success during the years 1767, 1768, and part of 1769, when Hyder with a strong detachment having advanced within a few miles of Madras, the Presidency made overtures of peace, which were readily acceded to. Negotiations were opened, and a treaty concluded, by which each party agreed to cede the conquests made by him. The prisoners on both sides were to be released, a league offensive and defensive to take place between the contracting parties, and a free trade carried on between their subjects.

1768. By a treaty, dated the 23d of February, 1768, between the Company, the Nizam, and the Nabob of the Carnatic, in which the Northern Circars were confirmed to the Company, the annual payment to the Nizam for the four Circars, of which the Company were then in possession, was reduced to 2,00,000 rupees for six years, and 1,00,000 more, if during that period they should obtain possession of the Guntoor Circar; and after the six years, 5,00,000 rupees for the four Circars, with two more when Guntoor should come into their possession.

1769. The time being near at hand when the annual payment of £400,000 to the Government by the Company, and also the parliamentary restriction of the dividends would expire, the Company conceiving that the large sum thus exacted from them, would thenceforth be considered by the Administration as part of the regular revenue, were desirous of receiving some compensation for what they deemed so great a sacrifice. They therefore requested a prolongation of their charter for five years, which was refused. After holding several General Courts, and much correspondence between Administration and the Company, the following agreement was confirmed by Parliament.

The East India Company became bound to pay to the public £400,000 annually, for five years to come. They were permitted to increase their dividends, at a rate not exceeding one per cent. each year, till they should be raised to 12½ per cent. which they must never exceed. Should the Company, instead of increasing, be obliged to reduce their dividends, a proportional deduction was to be made from the sum payable to Government, which was to be entirely given up, should the Company be obliged to reduce their dividends to 6 per cent. During the five years the Company were obliged to export British goods equal in value to the average amount of those they exported in the last five years; and if any cash should remain in their treasury, after the payment of certain specified debts, they were bound to lend it to the public at an interest of 2 per cent. (9 Geo. III. chap. 24.)

The Company sent out Commissioners to superintend their Governments in India, and to rectify the abuses which had arisen from mismanagement. They sailed in the Aurora frigate, and were unfortunately never more heard of.

1770. The penalty of 30 per cent. payable to the Company on goods imported from the East Indies under foreign commissions, not being found sufficient to check such illicit trade, it was now raised to 100 per cent. on the value of all goods so imported. By the same Act the civil and military servants of the Company were made amenable to the Court of King's Bench in England, for acts of oppression committed in India. (10 Geo. III. chap. 47.)

The situation of the Company's affairs being such as to admit a further augmentation of their dividend, it was declared, for the ensuing payment, at the rate of 12 per cent. per annum.

1772. In order to prevent the great consumption of timber, fit for the construction of large ships of war, the Company were prohibited from building, or allowing to be built for their service, any new ships, till the shipping in their employ should be reduced under 45,000 tons, or employing any ships built after the 18th of May, 1772; but they were at liberty to build any vessel whatever in India or the colonies, or to charter any vessel built in India or the colonies.

The Company's affairs in India standing more in need of regulation than when the supervisors, who unfortunately perished on their passage, were sent out, the Court of Directors resolved to send others, and appointed five gentlemen for the important trust; but before they could proceed on their mission, they were prohibited by an Act of Parliament of 13 Geo. III. chap. 9, which restrained the Company, for a limited time, from appointing Commissioners for superintending and regulating their affairs at their Presidencies in India.

Mr. Warren Hastings, belonging to the Madras Civil Service, was this year appointed Governor General of India. The confused and embarrassed state of the Company's affairs, in the midst of the most flattering external appearance of prosperity, notwithstanding the great accessions of territory, will be best shewn by an extract from that Gentleman's Review of the state of Bengal:—"The treasury was empty; the Company was involved in debt; its revenue was declining; every region of Hindostan groaned under different degrees of oppression, desolation, and insecurity."—The plans devised by him, though unfortunately not executed, are deserving attention, as they shew the bad policy of that system of aggrandizement which had been hitherto pursued.—"Had I been allowed the means which I required, I should have sought no accession of territory; I should have rejected the offer of any which would have enlarged our line of defence, without a more than appropriate augmentation of defensive strength and revenue; I should have encouraged, but not solicited, new alliances, and should have rendered that of our Government an object of solicitation, by the example of those which already existed. Towards these I should have observed, as my religion, every principle of good faith."—Numerous obstacles, however, interfered with the execution of this scheme. Mr. Hastings's conduct afterwards became the subject of parliamentary investigation; and a reference to the result of it is necessary, for the means of forming an opinion respecting him.

The Company found it necessary, in consequence of the embarrassed state of their affairs, to reduce their dividend from 12½ per cent. at which rate it had been paid from Midsummer, 1771, to Midsummer, 1772 inclusive, to 6 per cent. per annum.

The Mahrattas made some attempts to get possession of the provinces of Corah and Allahabad, bordering on the territories of the Nabob of Oude, but were opposed by the English, who in the ensuing year defeated and drove them across the Ganges, when they invaded the country of the Rohillas. On this occasion the English acted as allies of the Nabob of Oude, to whom the Rohilla Chiefs had promised to pay 40 lacs of rupees for the protection afforded them; but payment was afterwards refused; the consequence of which was, that the Rohilla country was invaded in 1774, and conquered, as well as several other large tracts of territory, by which the boundaries of Oude were advanced in all directions.

1773. In this year a material alteration took place in the system under which the Company's shipping concerns were conducted. Previous to this, by long established practice, the ships were chartered at 499 tons, with a complement of ninety-nine men and a boy; as by the charter of 1698, the Company were required to employ a Chaplain on board every ship of 500 tons burthen. This occasioned them to charter the ships at 499 tons. Different rates of freight were allowed to the various parts of India and China, and also distinct freights for fine and gruff goods, in proportion as the commodities were more or less favourable for stowage. Of these 499 tons, a deduction was made, in the first instance, of 3 per cent. or 15 tons, for which no freight was paid, it being an allowance to the commanders and officers, for private trade. A further 16 per cent. or 80 tons, was also stipulated to be carried in iron kintledge or ballast, for which the Company agreed to pay the owners at the rate of one-third of the freight payable on gruff goods; so that, in fact, the chartered tonnage of a ship was actually completed with 404 tons of goods, nor were the Company obliged to lade any greater quantity, unless it suited their convenience; if any further quantity was laden under 80 tons, freight was reckoned at two-thirds of the rate payable on gruff goods (one-third having been previously allowed the owners for the kintledge), and on all exceedings beyond 80 tons, they paid only half freight. This perhaps may be more clearly illustrated by an example.

In general the tonnage of a cargo from Bengal or the Coast, under the old system, consisted	£	s.	d.
of 80 tons of iron kintledge, at one-third of the freight payable on gruff goods, (say £34 5s. per ton) or £11 8s. 4d. per ton	913	6	8
Fine Goods.—300 tons of piece-goods, raw silk, &c. at £37 5s. per ton	11,175	0	0
Gruff Goods.—30 tons of redwood, which, being considered a sort of dunnage, paid only the half gruff freight, or £17 2s. 6d. per ton	513	15	0
11 tons of various other articles, as sticklac, shellac, &c. at £34 5s. per ton	376	15	0
10 tons of cowries, which, being shot loose in the hold, paid only half freight	171	5	0
Saltpetre, 2,000 bags, or 133 tons, as follows:			
53 tons to make up the chartered tonnage, at £34 5s.	1,815	5	0
80 tons, the remainder, being the kintledge proportion, at two-thirds freight, or £22 16s. 8d.	1,826	13	4
Total	£16,792	0	0

If, as it frequently happened, an additional 1000 bags of saltpetre were laden, they were brought at half freight, which operated as a reduction of freight upon the whole of the cargo.

The ships chartered in this mode seldom exceeded, in builder's measurement, from 600 to 650 tons; but it being found that some few which had been built upon a larger construction, were more advantageous both to the Company and the owners, by bringing home greater quantities of surplus tonnage, particularly from China, at half freight; the old ships, as they completed their four voyages, were replaced by others, of from 700 to 800 tons burthen, and in more recent periods they have been further increased to 1200 tons for the China trade.

A new description of ships led to a different mode of freighting, and in 1773 it was agreed that in future the ships should be engaged for China to the extent of their builder's measurement, and to India (the Indian investments being thought less favourable for stowage) at seven-eighths of such tonnage, at a specific rate of freight for the whole of the cargo, whether fine goods or gruff, including the kintledge.

The engaging the ships to India at seven-eighths of their builder's tonnage was grounded upon an idea which then strongly prevailed, that a ship could not bring her full tonnage from India; but the experience of one or two seasons having proved this to be erroneous, the ships are now uniformly chartered at their builder's measurement.

The following are the rates of freight and demurrage at which the ships employed in the Company's service were taken up, from the year 1753 to the year 1772 inclusive. From the report of the Secret Committee of the House of Commons.

Years.	CHINA.		COAST AND BAY.		BOMBAY.		Mocha.	Bencoolen.	Rate of Demurrage per day to a Ship of 499 Tons.
	Gruff Goods.	Fine Goods.	Gruff Goods.	Fine Goods.	Gruff Goods.	Fine Goods			
	per Ton.	per Ton.	per Ton.	per Ton.	per Ton.	per Ton.	per Ton.	per Ton.	per Ton.
	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s.	£ s. d.
1753	24 0	27 0	24 0	27 0	27 0	30 0	24 0	24 10	12 2 0
1754	24 0	27 0	24 0	27 0	27 0	30 0	24 0	24 10	12 2 0
1755	25 0	28 0	25 0	28 0	28 0	31 0	25 0	25 10	12 2 0
1756	31 10	34 10	31 10	34 10	34 10	37 10	31 10	32 0	18 3 0
1757	33 0	36 0	33 0	36 0	36 0	39 0	33 0	33 10	18 3 0
1758	34 0	37 0	34 0	37 0	37 0	40 0	34 0	34 10	18 3 0
1759	35 0	38 0	35 0	38 0	38 0	41 0	35 0	35 10	18 3 0
1760	37 0	40 0	37 0	40 0	40 0	43 0	37 0	37 10	20 3 4
1761	37 0	40 0	37 0	40 0	40 0	43 0	37 0	37 10	20 3 4
1762	37 0	40 0	37 0	40 0	40 0	43 0	37 0	37 10	20 3 4
1763	31 0	34 0	31 0	34 0	34 0	37 0	31 0	31 10	16 2 8
1764	31 0	34 0	31 0	34 0	34 0	37 0	31 0	31 10	16 2 8
1765	30 0	33 0	30 0	33 0	33 0	36 0	30 0	30 10	15 12 7
1766	29 0	32 0	31 0	34 0	34 0	37 0	31 0	31 10	15 12 7
1767	29 0	32 0	31 0	34 0	34 0	37 0	31 0	31 10	15 12 7
1768	29 0	32 0	31 0	34 0	34 0	37 0	31 0	31 10	15 12 7
1769	29 0	32 0	31 0	34 0	34 0	37 0	31 0	31 10	15 12 7
1770	29 0	32 0	31 0	34 0	34 0	37 0	31 0	31 10	15 12 7
1771	30 0	33 0	32 0	35 0	35 0	38 0	32 0	32 10	18 3 0
1772	29 0	32 0	34 5	37 5	37 7	40 7	33 0	33 10	18 3 0

The Company's affairs being in a deranged state, they petitioned Parliament for assistance, who advanced them a loan of £1,400,000, on condition that the surplus revenue of India, after payment of a dividend of 6 per cent., should be set apart to discharge the said loan; and that until the same were discharged, the public should forego any claim to a participation of the said revenues. When the whole of the said loan should be discharged, they were allowed to divide 7 per cent. until the bond debt was reduced to £1,500,000, after which the whole of the surplus was to be applied in redeeming the bond debt. The Company were obliged to submit a statement of their profit and loss every half year to the Lords of the Treasury. They were restricted from accepting bills drawn by their servants in India, for above £300,000 in one year, exclusive of certificates to the amount of £5000 to the commander and officers of each of their ships; and they were bound to export goods of the growth, produce, and manufacture of Great Britain, to the amount of £761,674, between the 29th of September, 1773, and the 29th of September, 1775, exclusive of military and naval stores, and of all exportation by the Company's servants, or by private traders licensed by the Company. (13 Geo. III. chap. 64.)

By this Act there were 1246 proprietors of India stock disfranchised, and the whole government of the Company's affairs thrown into the hands of 487 proprietors.

The civil and military government in India, and the management of the territorial acquisitions in Bengal, Bahar, and Orixa, were vested in a Governor General and four Councillors, to reside at Fort William in Bengal, to whom the Presidencies of Madras, Bombay, and Bencoolen were made subordinate. A Supreme Court of Judicature was also established at Fort William, consisting of a Chief Justice and three other Judges, all appointed by the Crown. This Court superseded the Mayor's Court at Calcutta.

The salaries of the Governor General, Councillors, and Judges were directed to be paid out of the territorial revenues; and neither they nor any other civil or military servant of the Crown, or of the Company in India, were allowed upon any account to accept any presents, or to engage in any kind of trade; but counsellors at law, physicians, surgeons, and chaplains were allowed to receive their professional fees. (13 Geo. III. chap. 63.)

The annual election of twenty-four new Directors having made the administration of the Company's affairs too fluctuating and unstable, it was enacted that they should in future remain four years in office, and six of them go out every year. The election to be made by proprietors of not less than £1000 stock, who only were to have the privilege of voting in future, which they must have held, without collusion or fraud, twelve months, or acquired by succession, the custom of London, or settlement. No person who should have been employed in any civil or military capacity in India, could be elected a Director till he had resided two years in England.

At the period of passing the above regulation, the number of proprietors of East India stock, holding £500 or more, appears by the Company's books to have been as follows:

Proprietors of £1000 stock or more,					
English	487	holding £1,018,398	19	11	
Foreigners	325	890,940	17	0	
					1,909,339 16 11
Proprietors of £500 stock, and more, not exceeding £1000,					
English	1246	holding £634,464	1	8	
Foreigners	95	50,226	0	0	
					684,690 1 8

1774. From the auditors' accounts made up at the East India House, it appears that in the eight years, from May, 1766, to April, 1774, the revenues and disbursements were as follow:

The revenues of Bengal under every denomination, after deducting the charges of collection, the tribute of stipends, &c. brought into the Treasury	£19,790,000
The revenues of Madras during the same period	3,950,000
The revenues of Bombay	670,000
The revenues of Bencoolen	90,000
Received from the Nabob of Arcot for his share of the army expences, &c.	1,900,000
Forming a total of	£26,400,000

The disbursements at Bengal for fortifications, and the civil, military, and marine departments, amounted to	£13,166,000	
Commission drawn on the revenues of Bengal	424,000	
Madras disbursements under the above heads	5,530,000	
Commission drawn on the revenues of Madras	168,000	
Bombay disbursements under the above heads	2,850,000	
Bencoolen disbursements under the above heads	385,000	
		22,523,000
Leaving a net surplus in eight years of		£3,877,000

1775. By an Act of the 15th of Geo. III. chap. 44, the obligation laid upon the Company to export

the annual quantity of British goods, appointed by a former Act, to their settlements in India, was prolonged from the 29th of September, 1775, to the 29th of September, 1778.

On the death of the Nabob of Oude, a new treaty was made with his son, whereby the Company added to their territorial possessions the province of Benares, with a clear revenue of £240,000 per annum.

1776. At this period the Mahratta empire was rent by civil dissensions. Ragonaut Row, who had usurped the government, was compelled to seek refuge at Bombay. That Presidency embarked into a war on his account, and soon reduced the Island of Salsette and the City of Baroach. The Government of Bengal condemned the conduct of that of Bombay, disavowed the treaty with Ragonaut, and dispatched Colonel Upton to Poonah, to negotiate a reconciliation with the Mahratta State. A treaty was concluded on the 1st of March, 1776, called "The Poorunder Treaty," by which the Island of Salsette, with the territory of Baroach, and some other districts in the Guzzerat province, were ceded to the Company. The Mahrattas also agreed to indemnify the authors of the war for the expences of it, by the payment of about £150,000 at stipulated periods. They further agreed to assign an ample revenue to Ragonaut, on condition of his fixing himself in a part of the Mahratta dominions, remote from the seat of Government. On the other hand, the Company agreed not to give protection or assistance, either to that Chief, or to any other subject who should attempt to excite disturbance in the State.

At a Court of East India proprietors it appeared that the loan of £1,400,000 advanced by Government to the Company, was reduced to the sum of £420,000; and that the affairs of the Company were in general in a prosperous condition.

Lord Pigot was deprived of the Government of Fort St. George by a majority of the Council, and imprisoned at the Mount at St. Thomé, where, after a confinement of some months, he died.

1777. The Company, having now paid up the whole of the money advanced to them by Government in 1773, together with the interest on it, were consequently at liberty, agreeably to the Act of Parliament, to raise their dividends from 6 to 7 per cent.; and they accordingly declared their half yearly dividend to be 3½ per cent. The restriction laid upon the Company not to accept bills drawn from India beyond £300,000 in one year, was however continued.

It appears by the accounts made up at the East India House, that in the ten years, 1768 to 1777 inclusive, the Company's losses by capture or otherwise were £574,725, being £2 11s. 5d. per cent. on their imports and exports, which amounted together in that period to £22,369,807.

1778. War broke out again with the Mahrattas. The Court of Poonah refusing to comply with some of the stipulations of the Poorunder Treaty, the Bombay army landed on the continent to proceed to Poonah; they were soon after surrounded by the Mahrattas, and all means of retreat cut off. A capitulation took place at Worgaum, when the English agreed to give up the Island of Salsette, and the other countries conquered by them, upon which they were conducted to the sea-coast, and embarked for Bombay.

War was declared between England and France. On the receipt of this intelligence in India, an expedition was fitted out against Pondicherry, which surrendered to the British forces on the 16th of October, 1778.

The Company obtained from the Rajah of Tanjore the territory of Nagore, yielding a revenue of 2,50,000 rupees yearly, in lieu of a grant of land round Devicotta, which the Rajah voluntarily offered to the Company, on being restored to his dominions by the Madras Government.

1779. The Company having now discharged their debt of £1,400,000 due to the public, and reduced their bond debt under £1,500,000, the public became entitled to a participation of the territorial

acquisitions and revenues obtained in India. They were, however, continued entire to the Company by Parliament till the 5th of April, 1780; they being restricted from making any dividends above 8 per cent. during that time. The Company were, moreover, directed to present a state of their affairs every half year to the Lords of the Treasury; and they were prohibited from accepting bills from India for above £300,000, exclusive of certificates to the commanders and officers of their ships, without the consent of the Lords of the Treasury.

The Company gave a large bounty for raising 6000 seamen for the public service, and made an addition to the navy of three ships of 74 guns, which were called the Bombay Castle, Carnatic, and Ganges.

The House of Commons petitioned His Majesty to direct the Attorney General to prosecute George Stratton, Henry Brooke, Charles Floyer, and George Mackay, Esquires, for confining Lord Pigot, the Governor of Madras. They were tried, found guilty, and fined £1000 each.

War was declared against Great Britain by Spain in June, 1779.

A league of confederacy was formed against the English in India; the principal parties were the Nizam, the Mahrattas, Hyder Ally, the Rajah of Berar, and several Chiefs on the western side of India. The preparations were in a great state of forwardness; and the Company's Governments considering the war as fraught with great danger, used every exertion to put the settlements and troops in the best state to meet the approaching storm.

1780. Lord North proposed in the House of Commons, that notice should be given to the East India Company of the intention of Parliament to pay off the debt of £4,200,000, together with the interest upon it, due by the public to the Company on the 5th of April, 1783, agreeably to the power of redemption in the Act of Parliament, and the stipulation of three years' notice, after which the Company's exclusive privileges would expire. He stated he had expected the Company would have made some offer of terms for the renewal of their charter; but though the time was so near when it would be necessary for Government to give notice of repayment, no proposal had hitherto been offered on the part of the Company, which came near to the expectation or right of the public, who were entitled either to the whole of the territorial acquisitions and revenues, or, if the Company were permitted to retain the monopoly of the trade, to a participation of the profits. The final settlement of the business of the charter was postponed for the present by the Act of 20th Geo. III. chap. 56, by which the Company were to retain the entire revenue of India, though their debt to the public of £1,400,000 was paid off, and their bond debt reduced to £1,500,000, till the 8th of April, 1781, and till then to make dividends not exceeding 8 per cent. per annum.

The Company experienced a very severe loss in their shipping this year: the Royal George, Mount Stuart, Godfrey, Hillsborough, and Gatton were taken on the 9th of August, 1780, by the combined fleets of France and Spain.

In November war was declared against the Dutch. On the receipt of the intelligence in India, Negapatam, their principal settlement on the Coast of Coromandel, with all places subordinate thereto, were taken possession of by the British forces.

Hyder Ally, who, since the conclusion of the peace in 1769, had paid every possible attention to his army and finances, invaded the Carnatic; and while Tippoo, his son, was laying waste the Northern Circars, Hyder lay siege to Arcot, which he obtained possession of, after defeating the English army under Colonel Baillie. For some time he carried every thing before him. By the happy exertions of Sir Eyre Coote, however, to whom the management of affairs was committed, the progress of this formidable adversary was stopped, and he soon became weary of a war which was attended with incredible expence to himself, without any reasonable prospect of success. By the year 1782, therefore, Hyder Ally was

sincerely desirous of peace, but died before it could be brought to a conclusion; and his rival, Sir Eyre Coote, did not survive him above five months.

1781. The Company made up their account of the profits of their trade and territorial revenues to the 1st of March, 1781; whereby there appeared a balance, after paying £400,000 to the public, according to agreement, of £288,025 17s. 10d. This sum they were afterwards authorized to pay in dividends to the proprietors of the stock; but they preferred employing it in trade; and they have kept a distinct account of it, under the title of the Separate Fund, which they have annually credited with interest.

After many debates in Parliament and the India House, the affairs of the Company at home and abroad were settled by two Acts of Parliament, in the following manner:

That the Company should pay the sum of £400,000, by four equal instalments, as a full compensation for all claims the public might have upon them, from the time that their bond debt was reduced to £1,500,000, to the 1st of March, 1781. The Company's exclusive trade, and the possession of their territorial acquisitions, were thereupon continued till the 1st of March, 1791, and thereafter till Parliament should give three years' notice of an intention to discontinue them, and pay off the capital or debt of £4,200,000 due to the Company, with all arrears of interest, &c.; and after a termination of their exclusive privileges, they were to have a right to remain a corporation, and to trade with their joint stock in common with other British subjects.

The public were henceforth to receive three-fourths of the annual surplus of the net profits and revenues of the Company, which should remain above 8 per cent., computed upon their capital stock of £3,200,000; the remaining fourth, together with money to be allowed them in consideration of victualling His Majesty's ships in the East Indies, they were allowed to apply in enlarging their dividends, so as the augmentation should never exceed 1 per cent. in a year, nor altogether ever rise above 12½ per cent.; the bond debt being also limited not to exceed £1,500,000.

The Company were to present annually to the Lords of the Treasury a balanced statement of their accounts, with an inventory of their stock in hand, debts, &c. distinguishing the state of their stock at each of their settlements in India, made up to the 4th of March in each year, and signed by two of the Directors; and also to submit to the Secretaries of State all letters and orders to be sent out to India.

It was also settled by this Act, that the Company should pay in India two lacs of rupees annually to the King for every regiment of 1000 men employed in India at their request, over and above the extraordinaries now paid by them, reckoning from the embarkation of the regiments, to their return to England; and that they should supply all the victualling for His Majesty's ships employed in India at their request, from the 5th of July, 1782, to the termination of the war, one-fourth of which expence should be repaid by Government; but after the peace, the whole expence to fall on the Company.

The Company were also to buy and carry out all such naval and military stores as should be required by the Commissioners of the Navy, for which they were to be repaid by the Treasury the principal part of the cost in 40 days after delivering the account, and the remainder after certificates should be obtained of the stores being furnished to the King's ships in India. The Company were also to supply all necessary stores for the repair of the King's ships in India, for which they were to be paid during the war; but after the peace, such stores were to be supplied at the Company's expence.

Doubts having arisen whether, in consequence of great numbers of foreigners being proprietors of India stock, the ships in the Company's service should be absolutely considered as British vessels, it was declared by this Act, that all their ships were considered as British ships, within the true intent and meaning of the Act.

As some compensation for the restraints now laid upon the Company, the prohibitions against

British subjects being in any way whatever concerned with foreigners in India, were made so strict, that even lending money, directly or indirectly, was declared unlawful.

1782. The Company lost the under-mentioned ships in the course of this year:

Fortitude, Captain Gregorie, taken by the French the 23d of June, 1782.
Earl of Dartmouth, Captain Thompson, lost off Car Nicobar the 24th of June, 1782.
Major, Captain Arthur, burnt at Culpee, in Bengal River, the 24th of June, 1782.
Grosvenor, Captain Coxon, lost off the East Coast of Africa the 4th of August, 1782.
Brilliant, Captain Mears, lost at Johanna the 28th of August, 1782.
Earl of Hertford, Captain Clarke, lost in Madras Roads the 13th of October, 1782.

The Company being in arrears to Government for customs, an Act was passed, 22d Geo. III. chap. 51, postponing the period of their payment, and allowing the Company in the interim to divide 8 per cent.

The Americans established their independence the 30th of November, 1782.

By an account made up at the India House, it appears that the damage sustained by the Company, and chargeable to the owners of their ships, amounted, in the years 1771 to 1782 inclusive, to £31,591, being on an average £133 5s. 11d. on each ship.

A treaty of peace was concluded with the Mahrattas, dated May 17, 1782, which stipulated that the Company should restore the countries, forts, &c. lately taken from the Mahrattas, with the exception of the Islands of Salsette, Elephanta, Caranjah, and Hog Island.

The possession of Baroach, with a territory of 3,00,000 rupees, had been ceded to the Company by a former treaty; but they now relinquished their claim to the territory, yet retained the city.

The Peshwa engaged to suffer no other European nation to be established in his territories, or those depending upon him; the settlements of the Portuguese were, however, understood to remain on their former footing.

1783. The Act of last year, postponing the payment of the arrears due from the Company to Government, was repealed, and an Act passed, the 23d Geo. III. chap. 36, allowing the Company to borrow £500,000 upon bonds; and in this year, chap. 78, the payment of duties was further postponed, and Government advanced the Company £300,000 in Exchequer Bills.

The high duties upon the importation of muslins, calicoes, and nankeens operated as a premium for smuggling. It was found expedient to lower the duties, by substituting, instead of the former rates, a duty of 18 per cent. on the sales by the Company, of which 10 per cent. should be allowed as a drawback upon exportation. 23 Geo. III. chap. 74.

Peace was concluded between Great Britain and France, by the 13th article of which it was agreed that the settlements which had been taken from the French during the war, should be restored to them, with some privileges of trade, and liberty to dig a ditch round Chandernagore. They were also to be allowed some districts round Pondicherry and Karical.

The Company lost the under-mentioned ships in this year:

Blandford, Captain Pigou, taken off Ganjam, January 11, 1783.
Hinchinbrooke, Captain Maxwell, lost in Bengal River, April 10, 1783.
Duke of Athol, Captain Rattray, burnt in Madras Roads, April 18, 1783.
Fairford, Captain Haldane, burnt at Bombay, June 15, 1783.
Duke of Kingston, Captain Nutt, burnt off Ceylon, August 20, 1783.

It appears by accounts made up at the India House, that in six years, 1778 to 1783, being a period of war, the Company's losses, by capture or otherwise, were £631,370, being £4 9s. 11d. per cent. on their imports and exports, which amounted together in that period to £14,041,506.

1784. A treaty of peace was concluded with the Dutch, May 20, wherein were the following stipulations:

Article 4. The States General ceded Negapatam with its dependencies to Great Britain; but the King promised to listen afterwards to any reasonable proposal for a restoration of it, by an exchange for some other territory.

5. Great Britain restored to the Dutch Trincomalee and all other towns, forts, &c. taken from them during the war, either by the King's forces or the East India Company's.

6. The Dutch promised not to obstruct the navigation of British subjects in the Eastern Seas.

A treaty of perpetual peace and friendship was signed at Mangalore, on the 11th of March, between the Company and Tippoo Sultan, the principal stipulations of which were:

Article 2. Tippoo engaged to evacuate the Carnatic, and to liberate all prisoners.

3, 4, 5. The Company restored Onore, Carwar, Sudasheghur, &c. and some other forts and districts.

8, 9. Tippoo renewed and confirmed all the commercial privileges granted by his father to the Company, and agreed to restore to them the factory and privileges they formerly possessed at Calicut, and also Mount Dilly with its district, as it formerly belonged to the settlement of Tellicherry.

Mr. Pitt brought in a bill for the better regulation of the Company's affairs, which was rejected on the second reading; upon which His Majesty judged it expedient to dissolve the Parliament.

On the new Parliament meeting, a bill was passed, 24 Geo. III. chap. 25, by which the superintendence and controul over all the territorial possessions in India were vested in a Board of Commissioners, with powers nearly similar to those contained in the Act of 33 Geo. III. chap. 52. This Act also made provision for the establishment of a special tribunal, consisting of a number of Members of both Houses of Parliament. Persons returning from the East Indies, were required to give an inventory of their property; but this was repealed by an Act of 26 Geo. III. chap. 57.

A bill was brought into Parliament by Mr. Fox, for the better regulating the affairs of the East India Company, which, after much opposition, passed the House of Commons, but was rejected by the Lords, which produced a change in the Administration.

From the accounts laid before Parliament by the Company, it appears that the losses sustained by them during the war, were estimated to amount to £3,858,666, as follow:

Amount of payments in England, and losses by sea, occasioned by the war	£2,290,666
Extraordinary charges in freight, demurrage, and bills of exchange from the 1st of March, 1783, to the 1st of March, 1784, computed at	828,000
Extraordinary charge to be incurred for freight and demurrage after the 1st of March, 1784, estimated at	740,000

In this year the Act commonly called the Commutation Act was passed, by which the heavy duties on teas were commuted for a tax upon windows, and the Company were to make good the deficiency.

1786. An Act was passed, 26 Geo. III. chap. 57, by which new rules were laid down for conducting trials of offences committed in India; and the Governors were empowered to seize the persons and property of interlopers, and proceed to judgment upon them.

By an Act of the 26th of Geo. III. chap. 62, the Company were empowered, for the further extension of their commerce, to borrow money at an interest of 3 per cent., the whole annual interest not exceeding £36,266 16s. which, together with the interest payable on the £2,992,440 5s. borrowed by them, by virtue of the Act of the 23d of Geo. II. chap. 22, makes the annual sum of £126,000, payable by the public to the Company, as interest at 3 per cent. on the £4,200,000 advanced by the Company at various times to the public. The Company were also empowered to add to their capital stock £800,000, at the rate of £160 to be paid for every £100 of stock subscribed for. This addition made the whole capital stock of the Company £4,000,000. This accommodation enabled the Company to discharge a part of their debts, and to reduce the interest on the bonds held by such as declined receiving payment, from 5 to 4 per cent.

The Halsewell, Captain Pierce, outward-bound, was lost in the Channel, January 6, 1786.

Warren Hastings, Esq. late Governor-General of Bengal, was charged with high crimes and misdemeanors, in the House of Commons, by Mr. Burke, on the 4th of April.

1787. Some difficulties having arisen respecting the meaning and extent of the 13th article of the treaty of peace with France, an explanatory convention was signed the 31st of August, 1787.

By the first article, "a safe, free, and independent trade, such as was carried on by the French Company," was secured to the subjects of France, "whether they should exercise it individually, or as a Company."

A treaty was concluded with the Nabob of Oude, by which the British subsidiary force was increased, but for which the Nabob was to pay annually 50,00,000 sicca rupees.

1788. Doubts having arisen whether the Company were liable to bear the expence of troops sent to India, without being requested by them, the Board of Controul were declared, by an Act passed the 28th of Geo. III. chap. 8, to be fully empowered to order the expence, raising, transporting, and maintaining any number of His Majesty's forces, not exceeding 8,045 men, including officers; or of the European forces of the East India Company, not exceeding 12,000 men, including officers, to be defrayed out of the territorial revenues of India. The Commissioners were prohibited from augmenting the salary of any person in India, or giving any gratuity, unless such augmentation or gratuity were proposed by the Directors, and also submitted, together with the reasons for it, to both Houses of Parliament. The Directors were required to lay before Parliament an annual account of the revenues and disbursements at each of their Presidencies in India, together with a statement of the debts due by them at each of them.

The Company presented a petition to Parliament, wherein they set forth that, in consequence of the arrears of the war, of the claim of Government on them for £500,000, of the debt incurred in China, and of the advances necessary for the China trade, they stood in need of a large sum of money, which they prayed that they might be authorized to borrow, when they were, by an Act of the 28th Geo. III. chap. 29, empowered to borrow £1,200,000 upon bonds under their common seal.

The Company purchased on the continent of Europe, and imported into Great Britain, since the passing of the Commutation Act, 17,009,877 lbs. of tea, which cost them £2,048,797 18s. 2d.

1789. The Company entered into a contract with the Spanish Philippine Company to supply them with the manufactures and produce of India to a considerable amount, to be delivered at Manilla, and to be paid for in dollars.

Lord Cornwallis issued orders for abolishing the slave trade in the Company's dominions. The Directors gave public notice that, in order to give every encouragement to the British manufactures, they

had resolved to make an augmentation of above 2,500 tons in their exports this season. They also granted permission to the commanders and officers to fill all unoccupied tonnage, freight free; and they allowed their servants, and merchants residing in India, to fill up such tonnage homeward-bound, as might be unoccupied by the Company, at a reasonable freight.

The Company were again involved in war with Tippoo Sultan, in consequence of his invading the territory of their ally, the Rajah of Travancore. This period was very favourable to the humbling of Tippoo Sultan, the Company being at peace with all the powers in India; and treaties of alliance existed with the two most powerful States, the Nizam and the Mahrattas, who both joined the English in assisting to crush the rising power of Mysore.

1791. The House of Commons gave the Company notice that on the 31st of March, 1794, the capital or debt of £4,200,000 owing to them by the public, together with all interest due upon it, should be paid off, that Parliament might be at liberty, agreeably to the terms of the charter, which require three years' notice, to lay the trade to India open.

The Company, by an Act of the 31st of Geo. III. chap. 42, were required to put up at their sales, every half year, 5,000 bags of saltpetre more than the quantity of that article sold by them on the average of their four last sales, at the price of 31s. per cwt. in time of peace, and 40s. in time of war, and also to deliver annually 500 tons of saltpetre into the King's stores, at the average of their upset price for the year; and on failure of either of these requisitions, the King in Council might authorize the importation of the necessary quantity from any country.

1792. The English and the allies were very successful in their exertions against Tippoo Sultan; most of his principal forts were taken, and his fortified camp at Seringapatam stormed by the English army, under Lord Cornwallis, on the 6th of February, and on the 8th of March a treaty was concluded, whereby Tippoo confirmed to the Company all the privileges and immunities of trade granted to them by Hyder in 1770; he also ceded to the Company and their allies a considerable portion of his dominions, and consented to pay a large sum of money. For the due performance of this treaty, he gave his two sons as hostages. By this treaty, also, the Company received an increase of territory, yielding an annual revenue of 13,16,765 pagodas; and the acquisitions of the Nizam and the Mahrattas were each in a similar proportion to those of the English.

The Princess Royal, Captain Horncastle, was taken in the Straits of Sunda by the French, on the 29th of September, 1793; and the Winterton, Captain Dundas, was lost off Madagascar, homeward-bound, the 20th of August, 1792, having a cargo on board, the prime cost of which amounted to £96,506.

Lord Macartney, as ambassador to China, sailed from England on the 26th of September, 1792, and arrived in the River of Pekin on the 5th of August, 1793. The object of his mission was to remove the obstacles in the way of the English commerce. He was received with every mark of attention, but did not succeed in fulfilling the purposes for which he was sent.

The Nabob of Arcot entered into a treaty with the Company, dated July 12, 1792, by which the Company agreed to maintain a military force in his dominions, upon his paying them 9,00,000 star pagodas annually towards the expence. The Nabob further agreed to pay 6,21,105 star pagodas, towards liquidating sundry debts due by him, which was afterwards guaranteed by the British Parliament.

1793. The French Government on the 1st of February declared war against Great Britain. On the receipt of this intelligence in India, expeditions were fitted out against the French settlements in Bengal and in the Peninsula, which were all taken possession of by the English.

The Company, by virtue of an Act of the 23d of Geo. III. chap. 22, and upon the security of the debt due to them by the public, had sold annuities at 3 per cent. to the amount of £2,992,440 5s. of

capital, which were known by the name of India Annuities. With the consent of the Company and of the holders, these annuities, and also the annuities on the capital sum of £1,207,559 15s. retained by the Company in their own hands, amounting in all to £126,000 a year, were transferred from the Company's management to that of the Bank of England, and ingrafted upon the fund called the 3 per cent. Annuities. By this ingraftment the debt of £4,200,000 due by the public to the Company, was considered as paid off, excepting that the part of it remaining in the Company's hands, was to be repaid to them at par, before the legislature could divest them of their exclusive trade.

The Company were also authorized to increase their present stock of five millions, by opening a subscription for another million, the proprietors having a preference of subscribing to the extent of 50 per cent. on their present stock, unless the capital so subscribed should have exceeded the proposed million, in which case there was to be a proportional reduction on every subscription. And they were to employ the money so received, in reducing their bond debts in Great Britain, to the sum of £1,500,000, which they were not afterwards to exceed, unless with the consent of the Board of Controul.

The following is a statement of the number of ships sent out by the Company to India and China, with their chartered tonnage; the amount of exports from England, specifying the merchandise and bullion; the number of ships lost, taken, &c. outward and homeward-bound; together with the amount sales of the homeward-bound cargoes belonging to the Company, and the private trade of the commanders and officers in their service, in the years 1766–7 to 1792–3 inclusive. (The first four years of the latter are by estimate.)

Years.	Ships sent from England.		EXPORTS FROM ENGLAND.			Ships taken, lost, &c.	IMPORTS.	
			Merchandise.	Bullion.	Total.		Company's goods	Private Trade.
	No.	Tons.	£	£	£		£	£
1766–7	24	11,877	449,076	54,968	504,044	1	2,423,254	150,000
1767–8	27	13,473	588,256	——	588,256	1	2,705,319	150,000
1768–9	32	15,869	555,430	162,583	718,013	1	3,526,353	150,000
1769–70	30	14,970	594,621	242,998	837,619	1	3,573,385	150,000
1770–1	33	16,169	520,262	305,630	825,892	—	3,485,902	202,281
1771–2	26	12,974	506,840	202,110	708,950	1	3,258,624	147,726
1772–3	26	12,685	491,072	40,824	531,896	1	3,534,389	146,018
1773–4	14	10,199	471,499	11,867	483,366	2	3,225,865	158,118
1774–5	16	11,034	474,596	10,200	484,796	1	3,675,984	138,427
1775–6	20	14,129	510,958	10,080	521,038	—	3,494,565	143,750
1776–7	24	17,391	559,466	109,422	668,888	—	3,305,687	184,555
1777–8	22	16,473	515,033	10,896	525,929	1	3,556,874	265,804
1778–9	22	16,844	526,262	10,722	536,984	2	3,650,158	189,257
1779–80	26	19,746	591,967	10,002	601,969	3	3,028,445	171,455
1780–1	22	15,278	386,152	15,014	401,166	5	3,192,110	210,172
1781–2	30	21,858	666,321	——	666,321	1	2,928,690	139,148
1782–3	24	18,308	547,092	——	547,092	5	3,242,617	343,614
1783–4	14	10,218	405,442	——	405,442	5	3,209,592	154,198
1784–5	28	20,800	418,747	——	418,747	1	4,204,981	408,784
1785–6	44	31,385	529,165	724,317	1,253,482	1	4,647,974	611,205
1786–7	34	26,775	551,317	749,833	1,301,150	1	4,667,049	547,337
1787–8	32	25,212	767,627	646,798	1,414,425	2	4,874,745	918,389
1788–9	32	26,905	772,262	489,192	1,261,454	—	4,256,518	810,516
1789–90	32	26,577	924,204	787,078	1,711,282	1	4,417,823	838,484
1790–1	25	22,556	928,783	532,705	1,461,488	—	5,104,508	930,930
1791–2	28	23,622	1,068,252	535,276	1,603,528	1	5,141,532	709,455
1792–3	44	37,926	1,133,314	10,998	1,144,312	1	5,050,819	703,758
Total	731	511,313	16,454,016	5,673,513	22,127,529	39	101,383,792	9,673,191

An Act passed for continuing in the Company for twenty years the territorial possessions, and for prolonging their exclusive privileges under certain limitations in favour of individuals for the like period. In this Act are introduced all the provisions of former Acts, of which the following is an abstract, under the respective heads of

1. Board of Commissioners.
2. Governments in India.
3. Revenues.
4. Exclusive trade.
5. Individuals allowed to participate in the trade.
6. Application of the Company's profits in Europe.

Preamble.—Company's privileges extended for twenty years from the 1st of March, 1794. May be then discontinued, on giving three years' notice.

Board of Commissioners.—2. His Majesty may appoint Commissioners for the affairs of India.

3. Three Commissioners may form a Board for executing the powers vested in them.

4. In case of an equality, President to have the casting vote.

5. Board may appoint officers. Commissioners and officers to have such salaries as His Majesty shall direct. Salaries and contingent expences to be paid by the Company, not exceeding £16,000 per annum.

6 and 7. Commissioners and officers to take an oath for the due execution of their trust.

8. Commissioners and Chief Secretary not thereby disqualified to sit in Parliament.

9. Board to superintend all concerns relative to the civil or military government, or revenues of India.

10. Commissioners and their officers to have access to the Company's books, and to be furnished with copies or extracts of such as may be required.

11. Copies of all minutes and proceedings of the General Courts of Proprietors or Directors, and of all dispatches received from India, relating to the civil, military, or revenue concerns of the Company, to be sent to the Board.

12. No order relating to the civil or military government, or revenues of the Company, shall be sent to India, till first approved by the Board. The Board may disapprove, alter, or vary the substance of the Court's instructions, giving their reasons for the same, which amended instructions the Directors shall transmit to India without delay.

13. Directors may remonstrate upon the Board's varying the substance of their orders, which the Board shall consider, and give such further orders thereon as they think fit.

14. Board not to nominate any of the Company's servants.

15. If the Court of Directors neglect to frame orders on any subject relating to the civil or military government, or the revenues of the Company, within fourteen days after they are required, Commissioners may frame such instructions as they think fit, which the Court of Directors are required to transmit to India.

16. If the Directors think the Board interfere with points not connected with the civil or military government, or revenues of India, they may petition His Majesty, who shall decide between them.

17. Board may not direct the increase of salaries, allowances, or emoluments to any of the Company's servants in India, unless such increase be proposed by the Court of Directors in a dispatch, and notice of such intention, with their reasons for the same, shall have been laid before both Houses of Parliament, thirty days before such dispatch shall be sent.

18. Nor grant any gratuity for services performed, unless proposed, in like manner, by the Court of Directors. Such gratuities, when made, to be added to the next lists of establishments to be laid before Parliament.

19. Board may transmit secret orders to the Secret Committee of the Directors, who shall transmit the same to India, where they shall be obeyed, in like manner as if they had been sent by the Court.

20. Court of Directors to appoint three of their members a Secret Committee, who shall take an oath of secrecy.

21. Secret Committee dispatches to be prepared by the Secretary, the examiner of Indian correspondence, and none else, without the approbation and consent of the Commissioners. Such persons must be sworn to secrecy.

22. Presidencies in India may address their dispatches to the Secret Committee of the Directors, who shall deliver the same, or copies, to the Board.

23. Resolutions of the Court of Directors, touching the civil or military Governments, or the revenues, after being approved by the Commissioners, shall not be revokable by the Proprietors.

Governments in India.—24. The civil and military government of Fort William, and the ordering, management, and government of the territorial acquisitions and revenues of the kingdoms or provinces of Bengal, Bahar, and Orixa, vested in a Governor-General and three Counsellors.

The civil and military government of Fort St. George, and the acquisitions on the Coast of Coromandel, in a Governor and three Counsellors.

The civil and military government of Bombay, and the acquisitions on the Coast of Malabar, in a Governor and three Counsellors. The Governments of Fort St. George and Bombay shall be subject to the superintendence and controul of the Governor-General in Council.

25. Vacancies of Governor, Counsellors, or Commanders in Chief of all the forces in India, or of any provincial Commander in Chief, to be filled by the Directors. The members of Council to be taken from the senior merchants, who have resided twelve years in India.

26. If the Directors neglect for two months to fill up such vacancies, His Majesty may supply them.

27. Directors may appoint persons provisionally to supply vacancies, when they shall happen, and may revoke the same; but no person so appointed shall receive the salary or emolument of the office, until in actual possession.

28. This Act not to vacate any appointments already made.

29. Vacancies in the Government, when no provisional successor is on the spot, shall be filled by the senior member of Council, until some other person is appointed thereto. If the Council become reduced to one member, beside such acting Governor, he may call to the Council such one of the senior merchants as he shall think fit. Acting Governor to receive the emoluments of Governor, on foregoing his allowances as Counsellor, for the period he so acts.

30. No Commander in Chief to succeed to the temporary Government, unless provisionally appointed to supply the same; but the vacancy must be filled by the member of Council next in rank to the Commander in Chief.

31. Vacancies in Council, when no provisional successor is on the spot, shall be filled from among the senior merchants.

32. When the office of Commander in Chief of all the forces in India is not held by the Governor General, such Commander in Chief, if specially authorized by the Court of Directors, may be a member of the Council of Fort William. And when the offices of Governor and Commander in Chief of Fort St. George and Bombay, respectively, are vested in different persons, such Commander in Chief may be a member of Council at such Presidencies, if authorized by the Court, and shall rank as second in Council, but shall not be entitled to any emolument as a member of Council, unless the same be specially granted by the Court of Directors.

33. Commander in Chief of the forces in India, if not in the person of the Governor-General, when resident at Fort St. George or Bombay, shall be a member of Council at such Presidency, during which

time the provincial Commander in Chief, if a member of the Council, may continue to sit and deliberate, but shall have no voice at the Council Board.

34. If any member of Council, by infirmity or otherwise, be rendered incapable of acting, or be absent from the Presidency, the Governor-General, or Governor, may call to Council any provisional successor, or if there be none such, a senior merchant; but he shall be entitled to no salary or emolument, nor shall it occasion him to be deprived of any office or employment he before enjoyed.

35. His Majesty, by his sign manual, countersigned by the President of the Board, may remove any officer or servant of the Company in India.

36. This Act shall not preclude the Directors from recalling their officers or servants; any Governor-General, Governor, or Commander in Chief appointed by His Majesty, in default of an appointment by the Court of Directors, excepted.

37. Departure from India of any Governor-General, Governor, Member of Council, or Commander in Chief, with an intent of returning to Europe, shall be deemed a resignation of his office. A resignation while at the Presidency not to be valid, except made in writing, for the purpose of being recorded. Salaries to cease from the day of their departure. Any person quitting the Presidency to which he shall belong, other than in the known service of the Company, salary to cease from the time of leaving the settlement.

38. Council to consider business proposed by Governor. A proposition from a Counsellor the Governor may adjourn to a future time, not exceeding forty-eight hours; but it shall not be twice adjourned, without the consent of the Counsellor who proposed it.

39. All resolutions shall be recorded and issued by the Secretaries, as the act of the Governor-General in Council, or Governor in Council, as the case may be.

40. Governor-General in Council at Fort William to superintend, controul, and direct all the Company's Governments in India.

41. Governments must obey all orders from Governor-General in Council, except when they may have received positive orders from the Court of Directors, or the Secret Committee, by the authority of the Commissioners, repugnant to the orders of the Governor-General, and not known to the Governor-General at the time of issuing his instructions: in such case, copies of such orders must be transmitted by them to the Governor-General in Council, who shall thereupon give such further instructions as he shall see necessary.

42. Governor-General of Fort William, without orders from the Court of Directors or Secret Committee, except when hostilities have been commenced, or preparations actually made for the commencement of hostilities, against the British nation, or any of their allies, may not declare war against any of the native powers; and in all cases where hostilities are resolved upon, communication must be made with all expedition to the Secret Committee.

43. Governor of Fort St. George or Bombay may not declare war, or conclude peace, except in very extraordinary cases, without orders from the Governor-General in Council, the Court of Directors, or the Secret Committee, on penalty of dismission.

44. Fort St. George and Bombay, and all other settlements in India, to send copies of their proceedings in Council to Governor-General in Council at Fort William.

45. Governor-General in Council may issue his warrant to apprehend any person suspected of carrying on any correspondence dangerous to the peace and safety of the British possessions in India, with any of the native or European powers, and commit him or them to safe custody. A copy of the charge to be delivered the party within five days, who shall be allowed to make a defence in writing. If, after the hearing of witnesses on both sides, there shall appear reasonable grounds for the charge, such person may be kept in safe custody, and brought to trial in India, or else be sent for trial to England by the first convenient opportunity.

46. The like powers given to the Governors of Fort St. George and Bombay.

47. Governor-General in Council at Bengal, and Governor of Fort St. George and Bombay, in case of a difference of opinion between themselves and their Council, may act independent of the Council. All acts so done by him must be recorded, signed by the Council, and be obeyed, in like manner as if concurred in by the Council.

48. In such cases, the Governor-General or Governor shall be alone held responsible for the same.

49. This not to empower the Governor to perform any act which could not have been made and executed with the concurrence of the Councils.

50. This power not to be exercised by any Governor who shall succeed to the Government by death or resignation, unless such person shall have been provisionally appointed to succeed, or unless and until such person shall have been confirmed by the Court in such office.

51. This power not to be exerted in cases which come under the consideration of the Governor-General or Governor in Council, in their judicial capacity.

52. The powers of the Governments of Fort St. George and Bombay, and all other settlements, vested in the Governor-General, during his stay at such Presidency.

53. When Governor-General shall see it necessary to be absent from his Government at Bengal, he may nominate a member of the Council to act as Vice President, or Deputy Governor, in his absence.

54. Governor-General, while absent, may issue orders to the respective Governments, or to any of the officers and servants of these Governments, without communicating such orders to such Government, which they are bound to obey, as if coming from the Governor in Council at Fort William.

55. The Court of Directors may, with the approbation of Board of Commissioners, suspend the powers of the Governor-General to act of his own authority, for so long as they shall see fit, and to revive them when they see fit.

56. Civil servants under Council to be promoted according to their rank.

57. Vacancies in the civil service to be filled up from the servants of the Presidency where the vacancy happens. No person shall be appointed to any situation, the salary and emoluments of which exceed £500 per annum, unless such person shall have been a resident in India for three years, as a covenanted servant, prior to the vacancy.

To the like of £1,500	Six years.
3,000	Nine years.
4,000	Twelve years.

58. No person may hold two offices, the salaries of which shall exceed the prescribed sums above named.

59. Directors may not send out a larger number of writers or cadets than are competent to supply the vacancies in their establishments.

60. No person shall be appointed a writer or cadet, whose age shall be under fifteen, or more than twenty-two years. A certificate must be produced of the age, under the hands of the parish registrar. Where such cannot be obtained, the affidavit of the party may be received as a substitute. An exception as to cadets, in favour of persons who have borne a commission in the King's service, the Militia, or Fencibles, or from the Company of Cadets at Woolwich.

Revenues.—61. Officers employed in collecting revenues, to be sworn not to receive any money, gift, or present.

62. Receiving presents declared to be a misdemeanour, and the party to forfeit the value.

63. Court may restore present to the party from whom it was obtained, and order the whole or any part of the fines to be paid to the prosecutor.

64. Counsellors, physicians, surgeons, and chaplains may take fees, but in the way of their profession only.

65. Governor-General, Governors, Commanders in Chief, or servants of the Company, disobeying or neglecting to execute the orders of the Court of Directors, or wilfully breaking their trust, are guilty of a misdemeanour.

66. The like as to any corrupt bargain for giving up or obtaining any office or employment in the King or Company's service.

67. His Majesty's subjects amenable to Courts of Justice in India and in Great Britain, for offences in the territories of native Princes, or against any of their people.

68. No action or suit at law may be stayed by the Court of Directors, or any of their servants, without the approbation of the Board of Commissioners.

69. Sentences of Courts in India or in England may not be remitted, or officers dismissed by such sentences restored.

70. Persons in civil or military service, under the rank of Council, or Commander in Chief, who shall be absent from their station five years, are not capable of serving again in India; unless, in case of a civil servant, it is proved, to the satisfaction of the Court of Directors, their absence has arisen from sickness or infirmity, or unless such person shall have the sanction of the Court of Proprietors for such purpose, for returning with his rank, taken by a ballot, in which three parts in four shall concur; or in the case of a military officer, it be proved, to the satisfaction of the Court of Directors and the Board of Commissioners, that the absence has been occasioned by sickness, infirmity, or some inevitable accident.

Exclusive Trade.—71. Exclusive trade to the Company continued, subject to limitations, conditions, and regulations; as also

72. All profits, &c. granted by former acts or charters, and not by this act repealed, ratified, and confirmed in as full and ample a manner as if re-enacted in this act, subject to all such restrictions and regulations contained in such acts or charters.

73. At any time after the 1st of March, 1811, upon three years' notice, and payment of what may be due from the public to the Company, at the expiration of such three years, the exclusive trade shall cease.

74. But the Company may afterwards carry on a free trade to India, in their corporate capacity, in common with others His Majesty's subjects.

75. Notice from the Speaker of the House of Commons to be deemed a due notice.

76. In case of any cession of territory from the Chinese Government, and the establishment of a new settlement thereon, His Majesty's subjects may, under certain restrictions, export British or Irish manufactures in the Company's ships, at a moderate rate of freight.

77. Salvo in favour of the ships employed in the Southern Whale Fishery, subject to the restrictions and regulations contained in the 26th Geo. III. chap. 50, and the 28th Geo. III. chap. 20.

78 to 80. And for ships trading from the N. W. coast of America, on what conditions licences may be given them.

Individuals allowed to participate in the trade to and from the East Indies.—81. Any of His Majesty's subjects resident in Great Britain, or any part of His Majesty's European dominions, may export to India; and any of the Company's civil servants, or persons resident in India under their licence and protection, may import from India, goods upon the Company's ships, subject to the following restrictions and regulations.

82. None but the Company, or such as shall obtain their special licence, may ship any military or naval stores, nor import any India calicoes, or other description of piece-goods.

83. The Court of Directors shall annually, in the month of February, lay before the Commissioners for India an account of the naval stores exported by them in the preceding year; and the like, as far as can be done, of what is intended to be exported in the ensuing season. If any representations are made by the manufacturers that such exports are insufficient for the Indian demand, the Board may examine such representations, and at their discretion allow individuals to export the same on the Company's ships, at the rate of freight payable for other private goods, and direct tonnage to be provided for the same.

84. If the Company do not, by the 31st of August in each year, purchase 1,500 tons of copper for exportation, the proprietors or holders of British copper may export to that extent, or so much as the Company's exports may fall short thereof (freight to be paid the same as on other private goods), and may make their returns in the commodities of India, in like manner as is allowed to other exporters of British produce. Notice of such intention to export, must be given by the 20th of October in each year. The tonnage for such copper not to be deemed any part of the allowance made for private trade.

85. If the Company do not import a sufficient quantity of piece-goods, the Board of Commissioners may admit individuals to import them in the Company's ships.

86. Not to vary any of the legal provisions as to prohibited goods.

87. Company required to provide 3,000 tons, at least, of shipping, in their export and import trade. This to be regulated, more or less, as the Board of Commissioners may direct.

88. Directors may petition His Majesty if they think the quantity of tonnage directed to be provided for individuals is too large, who shall finally determine thereon.

89. Rates of freight, in time of peace, to be £5 per ton outward, and £15 per ton homeward. In war, or preparation for war, additional rates to be paid in proportion to the additional rates of freight paid by the Company.

90. Intention of raising the rates of freight to be first communicated to the Board of Commissioners for their approbation.

91. Every three years the Directors to determine whether any abatement can be made in the rates of freight of private trade, and to communicate the result to the Commissioners.

92. Persons intending to ship goods, must give notice to the Secretary before the 31st of August in each year, of the nature and quantity of the goods, and when they will be ready; and before the 15th of September deposit the freight. In case of failure in shipping the goods, the freight to be forfeited.

93. The like notice and conditions to be observed in India, in regard to goods intended to be shipped for this country.

94. Vacant tonnage, not engaged by individuals, may be occupied by the Company. If the goods to be shipped exceed the quantity of tonnage provided, a distribution must be made to each in proportion.

95. Civil servants, and free merchants in India, may act as consignees, in the disposal of exports from this country, and providing articles in return.

96. If there are not a sufficient number of persons in India to act as above, Court may, with the approbation of the Commissioners, license an additional number of free merchants to reside in India.

97. Agents for private traders to be amenable to the Company's authority.

98. No person shall reside more than ten miles from one of the principal settlements, without leave of the Governor.

99. The duty of 7 per cent. payable on goods of individuals repealed, and 3 per cent. laid in lieu thereof, as an equivalent for all charges of management.

100. This not to extend to goods from China, or to the private trade of the commanders and officers.—By a resolution of the Court of Directors, this has been since extended to the goods of the commanders and officers in private trade.

101. Arrangements to be made for speedy sale of the goods of individuals.

102. Such goods to be warehoused, and sold at the Company's sales, on account of the proprietors. Goods bought in, to be speedily delivered, on payment of the charges only.

103. Goods to be registered previous to shipping, both here and in India, on penalty of forfeiture.

104. Goods of individuals, in all respects, to be on the same footing as Company's goods, as to payment of duties.

105. Company exonerated from embezzlement of goods of individuals while in their warehouses in India or England.

106. The security given by Company's servants against embezzlements, to be extended to the goods of individuals. Persons through whose negligence any loss arises, shall be answerable for the same at law.

Application of the surplus Revenues.—107. The revenues of India, after defraying the charges of collection, shall be disposed of in the following order. First, in defraying the charges of the military and marine establishments, maintenance of forts and garrisons, and provision of naval and warlike stores. Secondly, in paying the interest of the Indian debts. Thirdly, in defraying the expences of the civil and commercial establishments. Fourthly, a sum of not less than a crore of rupees, to be devoted to the provision of investments and remittances to China. Fifthly, as often as any part of the debts in India shall be redeemed or transferred to Great Britain, the advances to the Commercial Boards to be increased in the extent to which the interest is reduced. And, lastly, the surplus shall be applied to the liquidation of the debts in India, or to such other uses as the Court of Directors, with the approbation of the Board of Commissioners, shall direct.

108. The Governments in India may grant bills upon the Directors, for transferring the debts in India to England, till they are reduced to two millions sterling.

109. If the Indian creditors shall decline to receive bills of exchange to the amount of £500,000, the deficiency may be made up by loans, which shall be applied to the liquidation and discharge of the Indian debts, and to no other purpose.

110. Bills not to be granted for a larger sum than £500,000, unless by the authority of the Court of Directors.

Application of the Profits of the Company in Europe.—111. After payment of the bills of exchange, current debts, interest, and other outgoings and charges, (the bond debt excepted), the remainder to be disposed of: first, in payment of a dividend of 10 per cent. per annum; the first half year's payment to be made at Midsummer, 1793. Secondly, £500,000 per annum to be set apart for payment of bills drawn in liquidation of the Indian debts, until the same shall be reduced to two millions sterling. Thirdly, in payment of £500,000 annually into His Majesty's Exchequer, the deficiency of one year to be made good in the next. The first half year's payment to be due the 1st of July, 1783.

Until the debts are reduced to two millions, the ultimate surplus may be appropriated for the further reduction of debts in India, or in payment of debts in England (bond debt of £1,500,000 excepted), or to the purchase of exports, the produce of which to be appropriated to the discharge of Indian debts.

When debts in India are reduced to two millions, and bond debts to £1,500,000, the surplus, after payment of outgoings, a dividend of 10 per cent. and £500,000 a year to the Exchequer, to be applied as follows: one-sixth to be retained by the Company for their own use, to augment dividends, and the residue to be vested in the Bank, in the names of the Commissioners appointed to apply sums towards the discharge of the national debt, until the sums so paid, with the growing interest, shall amount to twelve millions sterling, after which, such supply shall, from time to time, be paid into the Exchequer for His Majesty's use.

112. If the debts are again increased beyond two millions in India, and £1,500,000 bond debt in England, the like appropriations, as mentioned before, shall again take place, until the debts are reduced to those sums.

113. Bank to keep an account with the Commissioners, under the head of Guarantee Fund.

114. When the stock in the name of the Commissioners shall amount to twelve millions, the dividends shall be liable to make good what the Company's dividends may fall short of 10 per cent. while they continue to trade under a joint stock.

115. This stock to be a guarantee fund, for securing to the Company their capital, at the value of 200 per cent., in case their own funds shall prove insufficient, at the expiration of the term for determining of their exclusive trade, after payment of their debts, and as a guarantee for the like, while they trade on a joint stock. After making good such deficiency, the surplus, if any, shall belong to the public.

116. Bank to lay before Parliament annually an account of the money so paid in by the Company.

117. The securities given by cashiers of the Bank to be extended to this Act.

118. Bank to be allowed out of the dividends such sums for their services as the Lords of the Treasury shall think fit.

119. If the Company fail of making such payments to the Bank, it may be sued for in the Courts, and recovered with damages.

120. Bank to give the Company a certificate of the monies so paid in.

121. If it is inconvenient to the Company to make the payments at the time required, the Lords of the Treasury are allowed to postpone the periods of such payments.

122. If by extraordinary expences for war, or preparations for war, the Company's funds shall fall short of allowing the payment of £500,000 annually into the Exchequer, the deficiency shall not be made good, so as to impede the accumulation of the Guarantee Fund.

123. This Act not to affect the rights of the public or the Company in the territorial acquisitions and revenues, beyond the further term granted.

124. Company's separate fund, amounting to £467,896 7s. 1d. over and above £9,750 capital stock; also part of the said fund, may be appropriated in an increased dividend of 10s. per cent.

125. No grant of new salaries, increase of salaries, or pensions above £200 per annum, to be made but with the approbation of the Board of Commissioners.

126. Annual produce of the revenues, amount sales of goods and stores, annual disbursements, amount of debts, amount of interest, state of their effects, and a list of their establishments in India; as also an annual account of their commercial receipts and charges at home, a statement of the bond and other debts, with the amount of interest, with an account of new or increased salaries and pensions, to be annually laid before Parliament.

127. Debt of the Company to His Majesty for the hire of troops, and of the public to the Company for the maintenance of prisoners at the taking of Manilla in 1762, and for customs on tea returned by the buyers in 1784, mutually agreed to be discharged and done away until the 24th of December, 1792.

128. After this period, all charges respecting the King's troops serving in India, to be paid by the Company.

129. The several Acts passed for securing to the Company the exclusive trade to India, reduced to one Act. Ships, &c. of unlicensed persons trading to the East Indies, to be forfeited, and double the value; one-fourth to the person who shall seize or inform, the other to the Company, who shall bear the charges of the prosecution.

130. Persons found within the Company's limits, to be deemed unlawful traders.

131. Such persons shall be subject also to fine and imprisonment.

132. May be arrested, and sent to England for trial.

133. Company's Governors and Agents empowered to arrest offenders, and seize their vessels.

134. Persons resigning, or dismissed the service, remaining in India after the time allowed them to depart, shall be deemed unlawful traders.

135. All goods shipped for the East Indies, except licensed by the Company, or under the provisions of this Act; and all goods taken out of any ship on her voyage home, to be forfeited with double value. The Master to forfeit £1000 and all his wages, and be rendered incapable of serving the Company again.

136. No British subject shall trade to India, under a commission from any foreign State, on penalty of £500; one half to the informer, who shall sue for the same, the other to the Company.

137. No Governor, Member of Council, Judge of the Supreme Court, or person employed in collecting the revenues, or in the administration of justice, shall be allowed to trade, on penalty of treble the value; half to the Company, and half to the informer suing for the same.

138. No British subject to be concerned in sending goods to Europe by way of Suez, or in any other channel than allowed by this Act. Penalty double the value.

139. The above not to be considered as extending to selling goods to the subjects of foreign States, or acting as agents for foreigners.

140. Directions how officers are to be prosecuted.

141. Directions how actions are to be laid. Limitation of actions, process.

142. Attorney General may exhibit complaints against illicit traders. Clandestine traders to pay the King's duties, and a reparation to the Company of £30 per cent. of the value. If bill dismissed in favour of defendant, the Company to pay costs. If a decree is obtained, defendant must pay costs.

143. Upon information of illicit trading, if the Company shall elect to prefer the complaint, there shall be paid to the informer one-third of the single value of the concern; if it is agreed to prosecute for the penalties, informer may sue; nor shall the action be discontinued without Company's consent.

144. If the Company are the informers, the penalties to accrue on them, though not sued for within the limited time.

145. If suit is brought against the Company for unlawful arresting, &c. they may plead the general issue. On failure, plaintiff shall pay treble costs.

146. All penalties and provisions regarding illicit trading, recited in former Acts, repealed. So much of the Acts of 9 and 10 William III. chap. 44. 5 Geo. I. chap. 21. 5 Geo. I. chap. 44. 7 Geo. I. chap. 21. 9 Geo. I. chap. 26. 3 Geo. II. chap. 14. 27 Geo. II. chap. 17. 10 Geo. III. chap. 47. 13 Geo. III. chap. 63. 21 Geo. III. chap. 65. 24 Geo. III. chap. 25. 26 Geo. III. chap. 57. as relate to persons illicitly trading to the East Indies, repealed.

147. Repeal not to extend to offences committed before passing this Act.

148. Not to affect the powers of the present Board of Commissioners till a new Board is appointed.

149. Nor to abridge or vary the powers given by 28 Geo. III. chap. 8, and 31 Geo. III. chap. 10, concerning the expences of King's troops serving in the East Indies.

150. Acts repealed not to bar actions.

151. Governor General in Council may appoint Justices of the Peace. Not to set in Courts of Oyer and Terminer until called upon.

152. Not to act till they have taken oaths.

153. Proceedings of Justices may be removed to Courts of Oyer and Terminer.

154. Before granting writs of certiorari, same recognisances must be entered into, as are practised in removal of conviction from a Justice of the Peace in England into the Court of King's Bench.

155. Justices of the Peace may, when required, set in the Council of the Presidency upon appeals.

156. Powers of the Supreme Court of Judicature, as a Court of Admiralty, are extended to the high seas.

157. Governor General, and Governor of the respective Presidencies, may appoint and remove Coroners, to act in the like manner as in England.

158. Justices of the Peace may appoint scavengers, order the streets of Calcutta to be washed and repaired, and make rates and assessments for defraying the expences thereof.

159. May grant licences for sale of spirituous liquors, in like manner as is practised in England.

160. Prescribes the oath to be taken by the Directors on entering into office.

161. Respects the deposits on teas, and the time at which they shall be made. Teas purchased on Monday and Tuesday in the week, to be paid before 3 o'clock on the Saturday following; purchased on Wednesday, Thursday, Friday, and Saturday, to be paid before 3 o'clock on the Tuesday following.

162. Prosecutions in consequence of this Act, to be commenced within three years of the offence. In the absence of the party aggrieved, within three years of their return to Great Britain.

Act to commence from the 1st of February, 1794.

1794. By an Act of 34 Geo. III. chap. 41, the Company were released from the obligation of keeping their bond debt within the amount of £1,500,000, and permitted to issue bonds to the amount of £2,000,000; and they were also empowered to increase their bonds to the amount of £1,000,000 more for the general purposes of their trade, with the consent of the Board of Controul.

The Company's saltpetre warehouses in Ratcliffe Highway were burnt the 26th of June, 1794.

By the treaty of amity, commerce, and navigation concluded between America and Great Britain, on the 19th of November, 1794, it was stipulated that American vessels should have liberty to trade in all articles not prohibited in the British settlements in India, and to pay the same duties as British subjects, but should only carry the articles exported by them from India, to their own ports in America.

The Company, in a loyal address to the King, offered to raise and clothe three regiments, of 1000 men each, for His Majesty's service during the war; but Government preferred their giving a bounty to seamen, which was accordingly done.

1795. Hostilities having commenced with Holland, it was necessary to guard the eastern coast of Great Britain. His Majesty's Ministers, thinking it needful to augment the strength of the navy as much as possible, applied to the East India Company for such ships of force as they had at home. In consequence of which, 14 of their largest ships were transferred to the use of the State, and made into 54 gun ships; some of which were afterwards in the memorable engagement under Lord Duncan, and one (the Glatton, commanded by Captain Trollope), beat off and defeated five ships of the enemy.

On the receipt of the intelligence in India, that war was declared against Holland by Great Britain, expeditions were fitted out against their settlements in India, and from England against the Cape of Good Hope, which was taken by the British forces September 16, 1795. Trincomalee on Ceylon surrendered to the British troops August 26, 1795. Malacca and its dependencies were taken August 17, 1795. Cochin was taken October 20, 1795; and a force detached against the Dutch fort at Quinton and the factory at Porca, which were delivered up without resistance. These captures left the Dutch without a single settlement or factory upon the continent of India.

In the years 1792–3–4 there were conveyed to India in the Company's ships 10,400 troops of their own and the King's; the mortality amongst them was only 194 men, and some of them, it appears, were lost by accident. This forms a contrast to the losses which have been incurred in Government transports in voyages of much shorter duration, and places in a striking point of view the safety and strength of the Company's shipping.

The trial of Warren Hastings, Esq. formerly Governor General of India, which had lasted nearly eight years, was now brought to a conclusion. He was honourably acquitted; and the East India Company, unanimous in their approbation of his conduct, paid his law expences, which amounted to £71,080, and settled an annuity of £5000 per annum upon him. This trial, which engaged the attention of the nation, was, to use the words of Mr. Hastings, "less my trial than that of the East India Company and the British nation, whose justice and honour were equally involved in it. It became unavoidable, from the reiterated allegations, which for years preceding had been made and credited, of abuses and oppressions exercised by the Governments of India. It was instituted for the express purpose of rectifying those abuses in one event of it, or of proving that they never had existence. My acquittal has proved they did not exist. It has retrieved the honour of Great Britain. It has confirmed the right of the Company and of the nation, to those advantages which were at all times admitted to have been obtained by my measures; and it has demonstrated, beyond all argument, the purity of that great assembly, which would resolve to hazard such a sacrifice of the national wealth and strength, in which they themselves had so near a concern, to the superior calls of national justice."

In the month of August, in consequence of the scarcity of grain that at that time prevailed in England, and the probability of its continuance, the Court of Directors took up 5000 tons of shipping to proceed to India for rice; and at the end of the year the Court, from a motive of further relieving the country from the dreadful effects of famine, the apprehensions of it not having then subsided, engaged 5000 tons more shipping to proceed to the Cape of Good Hope for wheat, which it was understood was in great abundance there. The Court also sent orders to India, authorizing the Governments there to permit country ships to load home rice, allowing them to take cargoes from England in return. From an account made up on the return of the ships sent to India and the Cape of Good Hope, it appears that the Company lost by this praiseworthy measure, on rice imported from India, £150,800; and on wheat imported from the Cape of Good Hope, £27,469; forming a total loss of £178,269.

1796. The Company gave public notice that they would thenceforth allow interest, at the rate of 5 per cent. upon all their outstanding bonds, though bearing an obligation to pay only 4 per cent., except those which were ordered to be paid off.

In the month of November the British forces captured Foul Point on Madagascar, belonging to the French; likewise several other small places they held on the east side of that island.

It appears, by accounts made up at the East India House, that in nine years, 1785 to 1794 inclusive, the Company's losses, by capture or otherwise, were £292,778, being 17s. 7d. per cent. on the amount of their imports and exports, which during that period was £33,210,556; and that the sea damage of those cargoes was £160,391, or 14s. 3d. per cent. on the invoice amount.

The shipping concerns of the Company, which were left to the entire management of the Court of Directors at the time when the legislature assumed a controul over the other points connected with the welfare and support of the British possessions, having occasioned continual dissensions and contests amongst themselves, it was in this year resolved, after much discussion and deliberation, to new model that important and essential branch of their affairs.

Previous to this period the Company employed ships built specially for their service, and used in none other so long as they were considered fit for their use, which was four voyages; and when worn out, other ships were built in their room, and the new ships replaced the old in every respect. They were officered by men devoted wholly to that service, and regulated by old customs and standing rules. There was no written engagement on the part of the owners, that they would continue their ships in the Company's service, nor on the part of the Company that they should be employed; however, the

custom was so well established, that the parties mutually relied upon it, each considering the other bound, by ties of honour, and by their mutual interest, to observe their implied customary engagements. In point of form, when it came to a ship's turn to be employed, a regular tender on the part of the owners was sent in, in writing, offering the ship in question for the Company's service for one voyage, and proposing a particular person as Captain; and upon this tender a charter-party was entered into for one voyage, without reference to any previous or subsequent service of the same ship; but although the ships were tendered from voyage to voyage, and a Captain proposed for each voyage, yet the owners were not at liberty, without the consent of the Company, to displace any person having been regularly put into the command of a ship according to the usage of the service.

In December, 1795, the Company adopted a new system for their shipping concerns, and determined in future to employ no ship but such as the owners should build for their service, and should expressly engage to continue therein for six voyages. At the same time all the old ships then in the service were considered both by the Company and the owners as permanently engaged therein for the performance of six voyages, at a fixed rate of freight in each season, with an additional allowance for the actual expences incurred by war, or preparation for war, to be then settled and agreed upon between the Court of Directors and the old owners acting in a body; and from this time the ships, as they came in turn for voyages, were employed without any tender being made during their existence; and to provide for the future want of shipping by public advertisement and open competition, an Act afterwards passed, by which it was ordained, "that from and after passing the said Act, (39 Geo. III. chap. 89), the Company should employ in their regular service no ships but such as should be contracted for to serve the said Company, as they should have occasion to employ them, and that from time to time, whenever the said Company should have occasion to cause any ship or ships to be built for their service, the Court of Directors should give notice thereof by public advertisement, and therein state the burthen of the ship or ships wanted, &c. and receive proposals for building and freighting ships; and the proposals offering the lowest freight, to be accepted, without favour or partiality."

This alteration in the shipping system led the Company to a consideration as to the situations in which the Commanders and officers would be placed when their respective ships should be worn out. The perpetuity of bottoms, though very properly never acknowledged by the Company, yet got into practice by the favour and indulgence of the Court of Directors, though contrary to their original principle. With the continuance of bottoms came on the continuance of commands; and the sale of those commands was universally known, and continued to be the invariable practice of the service, though in direct contradiction to the regulations of the Company.

The high freight paid by the Company, was in a great degree occasioned by this sale of commands, or, as it is usually termed, the good-will, which in some instances has risen to £10,000, but on an average may be computed at £8,000 for a new ship. This practice originated with the acting owner, who is styled the ship's husband, and who sold it to the Captain to whom he gave the command, when the ship was first taken into the service. After this sale, the command became the transferrable property of the Captain; and when he left the ship, he was considered to have an undoubted right to sell the command to the highest bidder; or, if he died, the same right was to go to his heirs.

The practice of the sale and purchase of commands was in use under the old Company, as the Court of Directors, in the year 1702, passed the following order: "That if any owners or Commanders shall sell any place in the ship, such ship or Commander respectively shall not be employed by this Court; and that if any Commander or officer shall give any money for his place, he shall be displaced." The scope of this resolution accordingly, with penalties annexed, made from that time an article in the charter-parties, and nearly in the same terms in which they are at present.

In 1708, upon the incorporation of the two Companies, when various subjects were agitated, this question was brought into a General Court, and a resolution passed, "That it be referred to the Committee of Bye Laws, to consider of, and prepare a bye-law, to prevent the Captain and all other officers of ships employed in the Company's service, to buy or sell their places." A bye-law was accordingly passed, with some amendments, which ordained "that no Commander, owner, or part owner of any ship freighted by the Court of Directors, shall sell any office of mate, purser, gunner, boatswain, or other inferior officer, or take any fee or reward whatsoever, either directly or indirectly, for any of the said offices or employments on board any ship so freighted." This is the 13th bye-law as it stands at present; and it is obvious, but material to remark, that the amendment purposely and avowedly made in a General Court, was the abrogating of that part of the proposed law which prohibited the sale of commands.

In 1734 this bye-law was confirmed, and in 1756 the Court of Directors established rules respecting the qualifications necessary in those persons who should be eligible to commands in their ships; but for near fifty years, from 1709, no public notice appears to have been taken of this question. By the year 1757 the effects of perpetuity in bottoms, which had then existed more than twenty years, began to shew themselves in the higher value, and more frequent sales of commands. In that year the Court of Directors say, "there is the greatest reason to believe that several persons have of late bought and sold the command, or other offices on board of ships freighted by the Company." And a resolution then passed, denouncing dismission from the service for any such offence, and requiring the Commanders, and chief and second mates, to enter into penalty bonds, the first of £3,000, the two latter of £500 each, in case they should be found to have purchased their places; and in another set of bonds of the same tenor, in case they should be found to have sold those places.

In December, 1765, it was stated by the Court of Directors that these bonds "had not answered the end and purpose intended;" and in January, 1766, an oath was prescribed by them; but in July following the Court declared it to be their opinion, that this oath also "had proved ineffectual, and should be discontinued." It was discontinued, and from that time to the present no new effort has been made to correct the evil complained of.

In February, 1796, the Court of Directors, desirous of abolishing this practice, which the interest of the Company and the public required, and of affording that relief to the Commanders which they had reason to expect from the liberal sentiments which had been expressed by a General Court of Proprietors on the subject, after much deliberation, came to the following resolutions:

"That the bottom of each ship be valued at £1500, and that each Commander be repaid two-thirds of the sum he shall be found to have paid for the purchase of the bottom. On this principle, the commander who paid

£5,500 or upwards	received £5,000	£3,000 or upwards	received £3,500
5,000	4,832	2,500	3,166
4,500	4,500	2,000	2,832
4,000	4,166	1,500	2,500
3,500	3,832	1,000	2,000

and the Commanders who had obtained the command gratuitously, received £1,500.

"That every Commander of a regular ship in the service of the Company, be subject to the payment of £500 on the conclusion of each voyage, which sum shall not be remitted in any case whatever, without the approbation of a General Court summoned for that purpose."

The amount of the bonds issued to the Commanders of the regular ships in the Company's service, in consequence of the first resolution, was £376,505, the interest of which, at 5 per cent. per annum, is

£18,825; so that it will require thirty-seven regular ships annually to defray the interest, without reducing the principal.

As the Company's regulations now stand, it is out of the power of money to obtain a command for a person deficient in the qualifications requisite for such a situation. Great care is taken that no person, without competent merit, shall be promoted. A man must enter very young into the service, begin with the lowest station, and act in that station with diligence and propriety; he must go on progressively through superior offices, acquit himself in them to the satisfaction of his Commander, and, upon each voyage, undergo a professional examination before he is admitted to be sworn in. All these are necessary trials of his merit and nautical skill; and after so much experience, and such repeated proofs of his capacity, qualifications, and merits, he is considered as entitled to command a ship; having, by the labour of from ten to fifteen years, shewn his ability to discharge the duties of the station.

The Company have frequently expressed their obligations to the Commanders and officers in their sea service. In one instance they observe, "except for their exertions, their ability, and their valour, many of the great operations in India would most probably have been endangered; and they believe that, next to the bravery and perseverance of their land forces, the Company are indebted to the distinguished exertions of those gentlemen for their present prosperity."

The junior officers derive very little advantage from the privilege granted them to trade; and a young man entered into the service, will, notwithstanding the greatest economy, expend upwards of £1,000 before he can, with the best interest, and most fortunate circumstances, arrive to be a second officer, which is the first station wherein his pay and allowances afford him a maintenance. From that station he occasionally becomes a Commander; but most frequently has to perform one or more voyages as chief officer. Having attained the command, the principal advantages resulting from that situation are,

1st. Investment to India or China, and from India or China home.

2d. The trade from port to port in India, if a circuitous voyage.

3d. The passengers outward and homeward.

Investment outward.—The Commander of each regular ship is allowed to carry out to the extent of 56½ tons in any articles, excepting tin, woollens, warlike stores, clocks, and toys. Of this tonnage he may invest £2,000 in coral, precious stones, &c. on paying duties to the Company.

Commanders of China ships may carry out bullion to make up any deficiency between the amount of their investment and £3,000, and may further carry out to the amount of £3,000 in bullion for the purchase of gold. They have also leave occasionally granted to carry out, as ballast, flints for sale in China, exclusive of the regular privilege; and the Commanders of ships of every destination are sometimes permitted to exceed the amount of their privilege outward, upon application to the Court.

If there be a quantity of provisions and stores in the victualling bill, exceeding what the owners may think requisite for the ship's use, it is understood that the Commander has the option of filling up, on his own account, the whole amount of each article left deficient by the owners.

Investment homeward.—The Commanders of China ships may import 38 tons each, and the Commanders of other ships may each import 30 tons 32 feet on their own account. The articles of which the tonnage is to consist, and the duties payable thereon, are enumerated in the Company's Regulations. There is also an indulgence of tonnage, not exceeding 30 tons, exclusive of the above, granted to each ship, provided the Commander shall not have refused to receive on board any goods tendered by the Company's agents in India or China.

It is necessary to observe that the above allowance of tonnage is not paid for by the Company to the owners of the ship, nor can the Captain claim the exemption from freight upon that tonnage as his right; but it is considered as a boon to him from his owners.

TRADE FROM PORT TO PORT.—Ships destined for Bombay and China are allowed to be freighted by the Commanders and officers from Bombay to China on their own account, upon paying a sum equal to that which the Company are charged by the owners for demurrage, and such further sum as may be stipulated. Ships for Madras and China are allowed to be freighted in like manner.

PASSENGERS.—The allowance for passage money outward and homeward is fixed by the Company, and the Commanders enter into a bond not to take more than that allowance; but, in consideration of giving up their own apartments and accommodations, those sums in many instances are exceeded.

It is impossible to form an average estimate of the profits arising from the command of an East Indiaman, so much depends upon the skill and good management of the Commander and the persons employed by him, the risk of the markets, his connexions and interest, which enable him to select his passengers from among opulent persons returning to Europe, and many other circumstances depending on chance. Although upon a voyage out and home, the Commander's investment has sometimes produced a small, and at other times a large profit, instances have occurred, and those not unfrequently, wherein a considerable loss has been sustained. The least productive of the voyages may be generally estimated at £2000 per voyage; while upon some others, such as the circuitous voyages to Bombay and China, of which there are not above four in a season, the gain may be from £8000 to £12,000; the major part of the voyages may be averaged from £4000 to £5000. The time occupied in performing a voyage, from the period of the ship commencing the receipt of her outward cargo, to her being finally cleared of her homeward one, varies according to the ship's destination, from 14 to 18 months.

The following are the rates of freight paid by the Company from the period the alteration took place in their shipping system, to the period when the system of free and open competition commenced:

Years.	Coast and Bay.	Bombay.	China direct.	India & China.	Bengal & Bencoolen.	Years.	Coast and Bay.	Bombay.	China direct.	India & China.	Bengal & Bencoolen
	per Ton.	per Ton.	per Ton.	per Ton.	per Ton.		per Ton.	per Ton.	per Ton.	per Ton.	per Ton.
	£ s.	£ s.	£ s.	£ s.	£ s.		£ s.	£ s.	£ s.	£ s.	£ s.
1773	26 10	26 10	22 10	—	22 10	1787	26 10	25 10	23 10	24 10	25 10
1774	26 10	26 10	22 10	—	22 10	1788	26 10	25 10	23 10	24 10	25 10
1775	26 10	26 10	22 10	—	22 10	1789	24 0	23 0	21 0	22 0	23 0
1776	27 0	27 0	24 0	—	24 0	—	25 0	24 0	22 0	23 0	24 0
1777	29 10	29 10	26 10	—	26 10	—	26 10	25 10	23 10	24 10	25 10
1778	33 0	33 0	30 0	—	30 0	1790	26 10	25 10	23 10	24 10	26 10
1779	37 0	37 0	34 0	—	34 0	—	24 0	23 0	21 0	22 0	24 0
1780	38 0	38 0	35 0	—	35 0	—	23 0	22 0	20 0	21 0	23 0
1781	47 4	47 4	47 4	—	47 4	—	24 10	23 10	21 10	21 10	24 10
1782	47 4	47 4	47 4	—	47 4	1791	26 10	25 10	23 10	24 10	—
1783	33 0	33 0	33 0	—	33 0	1792	25 10	24 10	23 0	23 0	—
1784	30 0	29 0	28 0	28 0	28 0	1793	32 0	31 0	29 10	29 10	—
1785	29 0	28 0	26 0	27 0	27 0	1794	40 7	39 7	37 17	37 17	—
1786	24 0	24 0	22 0	23 0	—	1795	42 3	41 13	40 3	40 3	—

1797. The greater part of the Dutch possessions in India, Batavia excepted, having been taken, an expedition was prepared against Manilla, the capital of the Philippine Islands. The first division of the armament sailed to Pinang, the place of rendezvous; but the accounts received from Europe, combined with the conduct of Tippoo Sultan, and the general state of the native powers in India, obliged the British Government to abandon the expedition. Several of the Company's ships were fitted out to act as men of war; and the zeal and alacrity manifested by the Commanders and officers on this occasion, received the thanks of the Court of Directors, and gratuities were made to each in proportion to their stations.

1798. Lord Mornington, Governor General, arrived at Calcutta on the 8th of May, and took his oaths and seat.

The voluntary subscriptions collected at the British settlements for the prosecution of the war, and remitted in this year, amounted to £271,833, of which £159,053 was from Bengal, £74,945 from Madras, and £37,835 from Bombay and places on the western side of India.

A large fleet, having on board an army of 40,000 men, sailed from Toulon, under the command of General Buonaparte. After taking Malta, they proceeded to Alexandria, of which they obtained possession without much loss. The fleet was afterwards attacked in Aboukir Bay by Lord Nelson, and the whole taken or destroyed.

On the 21st of February, 1798, a treaty was concluded with the Nabob of Oude, by which the subsidiary force was increased to 10,000 men. The sum stipulated to be paid by the Nabob was 76,00,000 Oude rupees, including some stipends and pensions to be paid to the Begums, Princes, &c. This treaty continued in force till 1801, when it was superseded by another, dated November 10, 1801, under which districts were ceded in perpetual sovereignty to the Company, estimated at an annual gross rent of Lucknow rupees 1,35,23,474, or £1,502,052. This territorial cession was declared to be in lieu of the subsidy, and all expences on account of defensive engagements; and no demand was to be made in future upon the Nabob on any account whatsoever.

The Company, in consideration of the services rendered them by Lord Hobart during the period he was Governor of Madras, granted him a pension of £1500 per annum, payable out of the territorial revenues in India for the period of the Company's charter, if he should so long live, and to commence from the time of his quitting the Government of Madras.

Since the peace of Seringapatam, and more especially since the year 1796, the destruction of the British power in India formed the favourite and unremitting object of Tippoo Sultan's hopes and exertions. His haughty mind never could be reconciled to the sacrifice which he was compelled to make for the purchase of peace in 1792; and his increasing eagerness to recover the extensive portion of his dominions then ceded to the allies, urged him to pursue a systematic course of intrigue against the British power among all the native States, and to revert to his ancient and hereditary connexion with France, as the only effectual means of gratifying either his ambition or revenge. He therefore dispatched an embassy to Zemaun Shah, the object of which was to encourage that Prince in his long-projected invasion of Hindostan. He also sent ambassadors to the Mauritius, where, on their arrival, a proclamation was issued by the Governor, which stated that an embassy had arrived with letters from Tippoo Sultan, proposing to conclude an offensive and defensive alliance with the French; to subsidize and supply whatever troops the French might furnish to the Sultan; and to commence against the British power in India a war of aggression, for which the Sultan declared himself fully prepared, and waiting with anxiety the moment when the succour of France should enable him to satisfy his ardent desire of expelling the British nation from India.—A French force was sent from the Mauritius, which landed at Mangalore, the principal officers of which were received with extraordinary marks of honour and distinction. These circumstances were considered by the Supreme Government as violations of the treaties of peace subsisting between him and the Company, and acts of direct hostility and aggression against the British Government in India. A treaty was concluded with the Nizam, who at this period had an army of 14,000 men, commanded by French officers, that had obtained a degree of discipline superior in every respect to that of any native infantry, excepting those in the Company's service. By this treaty an increase of the British subsidiary force serving with His Highness, was increased by 4,400 men. This detachment reached Hydrabad on the 10th of October, and on the 22d, under the orders of the Nizam, and with the co-operation of a body of his cavalry, surrounded the French camp, disarmed the sepoys, and secured the persons of all the officers. This operation was happily effected without bloodshed and without contest.

Some attempts were made to obtain from Tippoo a satisfactory adjustment of the differences, and to remove every cause of dissatisfaction, if any really existed, which proved unsuccessful; upon which the British army from Madras, under the command of General Harris, entered the territories of Mysore on the 5th of March, 1799, and commenced operations by the capture of several forts. The Bombay army, under Lieutenant General Stuart, marched from Cananore on the 21st of February. His army, on the 6th of March, was attacked by Tippoo at Seedaseer, when the Sultan's army was defeated, and completely dispersed. The English army invested Seringapatam, and their batteries opened on the 30th of April; and on the 4th of May the place was taken by assault, in which Tippoo Sultan fell; the loss of the English in the attack was but trifling. Thus ended a war which reflected great honour on those who were employed in it, and under whose direction it was most ably conducted; which frustrated the hopes of the French, and gave the English peaceable possession of immense territories and revenues. The specie captured amounted to about 16,00,000 pagodas, and the amount of jewels was about 9,00,000 more.

The Governor General placed the descendant of the Rajah, who had been dispossessed of his rights by Hyder Ally, on the Musnud, and divided the territories in the following manner:

To the East India Company the province of Canara, and the districts of Coimbatore and Deramporam, with all the territory between the Company's possessions in the Carnatic and those in the Malabar province; the forts and posts forming the heads of the passes above the Ghauts and the Table Land; together with the fortress, city, and island of Seringapatam, the possession of which secures the communication between the territories on both coasts. By this partition the East India Company acquired an augmentation of direct territorial revenues to the annual amount of 7,77,170 Canteria pagodas, from which a deduction of 2,40,000 was made for the maintenance of the families of Hyder Ally and of Tippoo Sultan.

The Nizam acquired territories yielding revenues of 5,37,332 star pagodas.

To the Mahrattas, notwithstanding they had borne no part in the expence or hazard of the war, were given territories which yielded a revenue of 2,63,957 Canteria pagodas.

The country reserved for the Rajah of Mysore is on the Table Land, above the Ghauts, remarkably compact, with a strong frontier on every side, yielding a revenue of 13,74,076 Canteria pagodas.

1799. The empire of Hindostan being threatened with invasion by Zemaun Shah, an embassy was sent from Bengal to Persia, which was received with honour, and succeeded in the principal objects of its mission. The King of Persia was not only induced to attack Khorosan, which had the effect of withdrawing Zemaun Shah from his designs upon India, but entered into treaties of political and commercial alliance with the British Government, which, while they completely excluded the French nation from Persia, gave the English every benefit which they could derive from the connexion.

1800. A perpetual and general defensive alliance was concluded on the 12th of October, at Hydrabad, between the East India Company and His Highness the Nizam, whereby His Highness, in commutation for the subsidy payable to the Company, ceded to him, in perpetual sovereignty, all the territories acquired by His Highness under the treaty of Seringapatam on the 18th of March, 1792; and also all the territories acquired by His Highness under the treaty of Mysore on the 22d of June, 1799, with the exception of certain districts situated to the northward of the River Toombuddrah, which His Highness retained in exchange for the provinces of Adoni and Nundyal; and for all His Highness's remaining possessions and dependencies situated to the southward of that river, and of the River Kristna below its junction with the Toombuddrah, the provinces of Adoni and Nundyal, and all the said districts, possessions, and dependencies of His Highness, situated to the southward of the Toombuddrah, and of the Kristna below its junction with the Toombuddrah, being ceded to the Company. The annual revenues of the countries ceded, amounted, according to the valuation contained in the schedules, to 62,74,262 rupees.

The Company, in consequence of the eminent services rendered by the Marquis Wellesley, granted him an annuity of £5000, to issue out of the territorial revenues in India, for the term of 20 years, provided the Company's exclusive trade should so long continue, and the territorial revenue should so long remain in possession of the Company, to commence from the 1st of September, 1798.

The Company, taking into consideration the unremitted exertions of Mr. Henry Dundas, who had intimated his intention of relinquishing the situation of President of the Board of Commissioners for the Affairs of India, gave him an annuity of £2000 during the existence of the Company's present limitation of their exclusive trade, to be paid to him, his executors, or assigns.

In consequence of the high price of grain throughout the kingdom, the East India Company, with the concurrence and approbation of His Majesty's Ministers, sent out in August, 1799, directions to their Governments in India to afford every encouragement to individuals to send rice and other grain to England, engaging that the ships so employed, should be allowed to carry out, in return, cargoes, as formerly allowed to Country ships; and on the 30th of September, in order to encourage as large an importation as possible before the next harvest could be got in, they sent further directions to India, authorizing such ships as brought three-fourths of their tonnage in rice, to bring also such other goods as are usually imported into this country, with an indemnification in case rice should be under certain prices on their arrival in England. They also offered to grant licences to any ships to be sent from England to India, for the purpose of bringing home rice, on very liberal conditions; but under the express stipulation that the ships should be cleared out from the Custom House before the 1st of December, 1800, or from any port in the East Indies before the 1st of September, 1801. Large quantities of rice were in consequence imported from India, chiefly from Bengal, and between the months of June, 1799, and August, 1800, twenty India built ships returned to India from the Port of London with cargoes, of which the invoices amounted to £613,247 12s. 6d. and from the Island of Madeira to £116,505 0s. 6d. and their repairs, outfit, and supplies in England to £202,877 12s. 3d.

1801. The settlement of Bencoolen, on the West Coast of Sumatra, being a heavy expence to the Company, the Court of Directors came to the resolution of reducing the establishment there, and other subordinate places, and transferring the civil servants to Madras; the recent great addition of territory to that Government requiring an additional number of servants.

From the 1st of August, 1801, the civil government of Malabar was transferred from Bombay to Madras; and the interior administration of the City of Surat and its dependencies having become vested by treaty in the Company, the establishment of Chief and Council was abolished, and a Lieutenant Governor, a Judge, and Magistrate, with some subordinate officers, were appointed.

The preliminaries of a treaty of peace with France were signed the 1st of October, 1801, by the second article of which, Great Britain agreed to restore to the French Republic and her allies all the possessions and colonies occupied or conquered by the English force in the course of the war, with the exception of Ceylon, which His Britannic Majesty reserved to himself in full and entire sovereignty. By the third article, the Cape of Good Hope was to be open to the commerce and navigation of the two contracting powers, who were to enjoy therein the same advantages.

On the 31st of July a new treaty was concluded with the Nabob of Arcot, vesting the civil and military government of the Carnatic in the Company, together with the full and exclusive right to the revenues thereof for ever; reserving to the Nabob the annual payment of one-fifth part of the net collections, upon principles defined in the treaty; the Company engaging to apply the annual sum of £248,442 to the liquidation of the Nabob's registered private debts, according to the stipulations of a former treaty, till it should be completed. The entire defence of the Carnatic, and the maintenance of internal tranquillity and

police, were undertaken by the Company. The liquidation of the Nabob's debts was accomplished in 1804, at which period measures were taken for the payment of other debts which were not included in those classes, as well as what were afterwards incurred; and Commissioners appointed for examining and making up the account, when the annual sum of 3,40,000 pagodas was set apart for the payment of it.

1802. A treaty offensive and defensive was concluded with the Peishwa on the 31st of December, 1802, which stipulated that, in consideration of the Company furnishing a permanent subsidiary force of not less than 6,000 regular native infantry, with the proper equipment of warlike stores and ammunition, the Peishwa should assign and cede, in perpetuity to the Company, certain districts in the province of Guzzerat, and territories south thereof, yielding an annual revenue of 26,00,000 rupees.

In this year a political connexion commenced between the Guicowar Rajah in Guzzerat, and on the 15th of March, articles of convention were entered into with him, in consequence of his having solicited the assistance of English troops in securing his right as legitimate heir. This convention provided, in the first place, for the reimbursement of the expence which might attend his re-establishment, by the assignment of certain districts; and, in the second place, for permanently subsidizing a body of troops, the whole expence of which was computed at 65,000 rupees per month, for the payment of which lands were ceded to the Company. A cession from the former Rajah was recognized by this convention. On the 6th of June following, the war having ended successfully, an engagement was entered into with the Rajah, confirming the former convention, and making other cessions of territory; but it was not till the 21st of April, 1805, that the definitive treaty was concluded, fixing the amount of the subsidiary force; for the expence of which, districts, producing a revenue of £131,625, were ceded to the Company. The former cessions were also confirmed, and districts were mortgaged till the advances made by the Company on account of the Rajah, should be liquidated.

The Presidencies of Bombay and Madras experienced heavy losses from fire in this year. On the 17th of February a dreadful fire broke out in the former place, which destroyed the whole of the bazar, or market-place, the barracks, custom-house, &c. and threatened the total ruin of the settlement. The private loss was stated at near 50,00,000 rupees. On the 30th of April a destructive fire broke out near the custom-house at Madras, which destroyed immense quantities of grain, and other articles.

In this year, after much deliberation, a final arrangement was made for the regulation of the private trade between India and Great Britain. It was determined by the Company that, in addition to the 3,000 tons of shipping of the 33d of Geo. III. a further quantity of 5,000 tons, or as much as might be wanted, should be assigned, and which should not be diverted to political or warlike purposes, but should sail, laden with private trade goods only, within the fine weather season. Except saltpetre and piece-goods, all articles might be laden upon them; light and heavy goods were to be assorted by the Company's officers; and as the Company were answerable to the owners for the freight, they were to lade the ships, if private merchants declined. These ships were to be built either in England or in India.

1803. The Company were involved in war with the Mahratta Princes, Dowlut Rao Scindeah, and Ragojee Bounsla, Rajah of Berar; but from the well-planned and vigorous prosecution of it, the countries of both those Princes were overrun, and each of them was compelled to conclude a peace; that with the Rajah of Berar was signed on the 17th of December, by which he ceded to the English, in perpetual sovereignty, the province of Cuttack, including the district and fort of Balasore, and also all the territories, the revenues of which he had previously collected, in conjunction with the Soubahdar of the Decan, together with those situated to the westward of the River Wurdah; and, lastly, to engage never to take, or retain in his service, any Frenchman, or the subject of any other European or American power, without the consent of the British Government.

The peace with Scindeah was signed on the 30th of December. By this treaty it was agreed, on the part of Scindeah, first, to cede to the English, in perpetual sovereignty, all his forts, territories, and rights in the Dooab, or country situated in northern Hindostan, between the Rivers Ganges and Jumna; secondly, to cede to the English, in perpetual sovereignty, the fort and territory of Barosch in the Guzzerat, and the fort and territory of Ahmednughur in the Decan; and likewise all the territories which belonged to him before the commencement of the war, which are situated to the southward of the Adjuntee Hills, including all the districts between that range of mountains and the River Godavery; thirdly, to renounce for ever all claims upon the Emperor Shah Alum, and to engage never again to interfere in the affairs of that monarch. This treaty also contained a clause similar to that with the Rajah of Berar, respecting the employment of Europeans.

The Island of Ceylon, which, on intelligence of the war between England and Holland in 1795, was surrendered in trust for the Prince of Orange, to whose cause the majority of the Dutch were attached, remained an appendage to the Presidency of Madras until 1799, when it was transferred to the Crown of England, and formed into an establishment wholly unconnected with the East India Company, and subject only to the controul of His Majesty's Ministers. In 1803, in consequence of the troops of the King of Candy having committed hostilities against the inhabitants of the English territories, an army was marched into the interior, which succeeded in obtaining possession of the capital of Candy; but from the unhealthiness of the climate, they were soon compelled to surrender it to the Candians, who put the garrison to death. All the other fortresses in Candy were likewise abandoned, and it was some time before peace was restored between the two countries.

1804. A fleet of homeward-bound ships from China, consisting of sixteen sail, under the command of Captain Nathaniel Dance, fell in with a French squadron under Admiral Linois, consisting of one ship of 80 guns, 2 heavy frigates, a corvette, and a brig, off Pulo Auore, in the China seas, on the 14th of February. Captain Dance made such preparations for receiving them, that, on their attacking the ships on the following morning, they were so severely handled, that Admiral Linois hauled his wind, and made sail to the eastward under all sail, and the Company's ships proceeded on their voyage.

The circumstance of so formidable a fleet being defeated by a fleet of merchantmen heavily laden, was considered highly honourable to the British naval character. The King conferred the honour of Knighthood upon Captain Dance; and the East India Company, with the most liberal gratitude for the gallantry and good conduct evinced by the Commanders, officers, and seamen, voted the following sums:

To Captain Dance 2,000 guineas, and a piece of plate valued at 200 guineas.

To Captain Timins, whose ship, the Royal George, bore the brunt of the action, being the leading ship, 1,000 guineas, and a piece of plate value 100 guineas.

To each of the other Commanders 500 guineas, and a piece of plate value 50 guineas.

To the officers, petty officers, and seamen of the fleet, in the following proportions:

Chief Officers	150 guineas each.	Surgeons' mates	50 guineas each.
Second ditto	125 ditto.	Midshipmen	30 ditto.
Third and fourth ditto	80 ditto.	Other petty officers	15 ditto.
Fifth and sixth ditto	50 ditto.	Boatswains, gunners, & carpenters	50 ditto.
Pursers and Surgeons	80 ditto.	Seamen, ordinary seamen, &c.	6 ditto.

The Insurance Companies in India likewise behaved with great liberality to them.

1805. The Company's affairs being in an embarrassed state, arising from various causes, they made application to Parliament for payment of a large balance, amounting to £5,570,336, stated to be due to them from Government, on account of advances for the public service in India. The account was referred

to a Select Committee of the House of Commons, who reported that, after dividing the charges, &c. of the capture of Ceylon and the Eastern Islands equally between the public and the Company, deducting the ordinary expences of the troops employed in Egypt from the gross charges of the expedition, and taking credit for the whole amount of charge against the Company by Pay Office, many articles of which the Committee stated were objectionable, there was a clear balance owing to the Company of £2,300,000. Of this sum £1,000,000 was paid to the Company on account, and in 1806 another sum of £1,000,000.

1806. By an Act of Parliament of the 43d of Geo. III. chap. 126, a Company was formed, bearing the title of the East India Dock Company, with powers to make docks and other works at Blackwall; the preamble of which runs thus:—"Whereas the ships in the employ of the East India Company are of a larger size than other vessels employed by merchants in trade, and many of them nearly equal in bulk to the ships of the line in the Royal Navy; and whereas the cargoes and merchandise on board of such ships are of great value and national importance; and whereas, by the present system of loading and discharging the cargoes of such ships, the navigation of the River Thames is frequently impeded, and delays, losses, and inconveniences experienced, and the cargoes of such ships are subject to plunder, and the East India Company and owners thereof injured, and the public revenue defrauded to a considerable amount; and whereas, if good and sufficient wet-docks and basons, with necessary accommodations and requisites for the reception of East India ships were made at or near Blackwall, the evils and mischiefs aforesaid might be greatly remedied and prevented, &c." The principal stipulations of the Act are—

All ships with cargoes from the East Indies or China must unload within the docks, except such part as the Commissioners of the Customs may direct to be unloaded at Long Reach, for lessening the draught of water of the ships.

Owners, masters, &c. of ships with East India produce on board, suffering them to be unloaded, except as above, to forfeit for every offence £500.

If such ships cannot be unloaded in the docks, Commissioners of Customs may direct where they shall be unloaded in the port of London.

Outward-bound ships to India or China, to load either in the docks, or below Limehouse Creek.

Owners, masters, &c. suffering goods to be loaded, except as above, to forfeit £200 for every offence.

No other than ships in the India trade, or craft attending them, are suffered to go into the docks.

The following are the rates of charges for the use of the docks:

Entering inwards and unloading, and loading outwards (to be paid within ten days after clearing inwards) for ships not Country ships, per ton, according to the register	£0	14	0
For Country ships, not less than two-thirds of the crew being Lascars, per ton, to be paid as above	0	12	0
New ships, loading out for the first time, or ships not having, on their last arrival, unloaded in the docks, to pay, before leaving the docks, per ton	0	4	0
Ships, or Country ships, removing from docks after unloading inwards, and not loading there outwards, to have returned, per ton	0	2	0
And to such ships completing their number of voyages, or not continuing in the trade, to have returned, per ton, within one month after such ship shall be removed from the docks	0	4	0

And in addition to the above, a further rate of 2s. per ton on all goods, &c. imported by the East India Company, to be paid the Dock Company, within three months after the ship shall be cleared (the tonnage to be computed according to the mode of calculating tonnage of goods, &c. by the East India Company); the amount paid for private goods to be deducted by the East India Company from the produce of such goods.

The Dock Company may charge after the rate of 2s. per ton, for wharfage, carting, &c. of goods. The East India Company may increase the rate to 3s. per ton.

Prize ships loaded with East India produce, are subject to the same regulations as ships from India, &c. and to pay the same charge as privilege goods. Ships in the East India trade are not required to load or unload in the docks, &c. for more than twenty-one years.

1807. By an Act of the 37th of Geo. III. chap. 3, the Company were permitted to add £2,000,000 to their capital stock; a power of which they did not avail themselves, preferring to borrow money upon bond, as being more advantageous to their concerns; they therefore applied to Parliament to enable them to issue bonds to that amount, which was granted by an Act of the 47th of Geo. III. chap. 41.

1808. The Company presented a petition to the House of Commons on the 26th of April, which shewed that the embarrassments in which their affairs were involved, had not originated in any improvidence or mismanagement on their parts. It states,

" That in the course of the last and present war they have incurred various expences for expeditions from the continent of India to the French, Dutch, and Spanish possessions in the Indian seas, and to Egypt, under the instructions of His Majesty's Government, which expences were advanced upon the reliance that they were to be fully reimbursed by the public, and different sums have at different times been issued in respect thereof; nevertheless they claim that a large balance is still due on that account.

" That they were on the 1st of March last indebted for customs and excise £770,000; and upon an estimate of their pecuniary transactions, from the 1st of March last to the 1st of March, 1799, their payments, including the said duties, will exceed the probable amount of their receipts within the same period by the sum of £2,433,185, not including in the said receipts any part of the balance which may appear due by the public to them; and that it will be highly inconvenient and disadvantageous that they should raise the whole of that sum by the means now in their power."

" That they are not conscious of having created or aggravated the financial pressure which they now feel, but that the same has been produced by a combination of the following causes:

I. " The vast amount of the debt accumulated in India, and the high rate of interest it bears, the effects of which have been to intercept the surplus revenue, and to occasion large drafts on the home treasury for payment of interest on the said debts, as well as payments for political charges appertaining to the Indian territory, out of the home funds.

II. The very large sums advanced for the expeditions from India before mentioned, part of which was borrowed in India at a high rate of interest.

III. The deterioration occasioned in their affairs by a state of European war, under these heads:

First, in freight and demurrage, which in fourteen years have created an increased expence of £7,000,000. Secondly, in the increased cost of the manufactures of this country exported by them, to the annual amount, on the average of thirteen years, of £1,690,000 sterling; which increase has not been counterbalanced by an increase in the selling prices abroad of the same goods, nor by diminution in the cost of goods purchased abroad for importation into Europe; and thirdly, in diminution of profits on the Indian investments homeward-bound.

IV. " The large supplies in goods and bullion sent out to India and China, between the years 1802 and 1806, exceeding very considerably the returns which have been made them in the corresponding number of years. Those supplies were originally furnished for the purpose of increasing the investments; but great part thereof, particularly the bullion, was absorbed by the expences of the war then carried on against the Mahrattas; and in 1805, to aid the Indian finances, they sent large supplies of bullion, besides the usual exports of goods, which latter were also to assist the manufactures of Great Britain, continued to be

exported upon an extended scale to India and China in 1806, all which exports in the said several years are among the more immediate causes of the pressure now felt upon the home finances of the Company, the returns hitherto received for the said exports falling, as already observed, far short of their amount.

V. "The comparatively small investments which were sent home from India during the years 1803–4–5; whereas, if investments in proportion, even to the amount usual in preceding years, had been sent home, they could then have been sold, and would have produced a considerable influx of money into the home treasury, which would have been ready to have counteracted the effects of the very small sales which, in the present state of Europe, can only be made, and which tend to the further embarrassment of the affairs of the Company.

VI. "That anterior to the period 1802, mentioned under the fourth head, and during a period of ten years, 1797 to 1807, the advances made out of the funds at home, for supplies sent to India and China, for payment of bills of exchange drawn from thence, and for sums paid in England on account of political and military charges, appertaining to the Indian territory, have very largely exceeded all the returns received in the corresponding period from the said countries, which, by an account carefully made out, appear to be indebted to the home concern in the said period, upwards of £5,000,000 sterling.

"That they do not presume to request the interposition of the House to aid them in their present emergency, without, at the same time, shewing their unquestionable ability to discharge all their present debts in England, and to repay whatever the House may in their wisdom think fit to assist them with; for, independent of the Indian debt, which they submit is justly chargeable on the Indian territory, they beg leave to state, that on the 1st of March last, the sum total of all debts, carrying interest, and not carrying interest, owing in England, then amounted to £9,122,624, (not including the amount of their capital stock, but including the debts herein before mentioned to be due to His Majesty for Customs and Excise), and the sum owing by the public to the Company, taking the same as it stands in the annual account at £2,460,000, and other good debts owing to them in England, together with the value of goods now unsold in the warehouses, and of the houses, warehouses, and other property in England, amounting to the sum of £14,149,623; and moreover, they certainly expect further goods from India and China in the course of the present year, to the amount of £5,271,000, which added to the last-mentioned sum, will make their actual property in England amount to £19,420,623, from which the debts aforesaid being deducted, there will remain a balance of £10,298,002; but taking only the amount of the goods now unsold in their warehouses, and the amount to be expected in the course of the year, being £5,271,000, both will make an aggregate of property amounting to £13,086,305; and if from this be deducted the estimated amount of sales in the course of the year, there will still remain at the end of the year, goods to the amount of £8,307,092, as a security for any loan that may be made.

"They therefore pray that the House will be pleased to take the matters aforesaid into their consideration, and to grant such relief in the premises as their case may require, and to the House shall seem meet."

This petition was referred to the Select Committee, who reported that there was £1,500,019 owing to the Company, a considerable doubtful balance being still left open for discussion. In consequence of this report, £1,500,000 was paid under the authority of Parliament.

The long and intimate connexion with the Rajah of Travancore was this year broken off. The war with Tippoo Sultan, which concluded in the year 1792, had for its first ostensible cause the attack by that Prince on the lines of the Rajah of Travancore, who was in close alliance with the Company. It was therefore considered as a matter of justice, that the Rajah, should, in like manner with the Nabob of Arcot and the Rajah of Tanjore, be called upon to contribute, according to his ability, his proportion towards the expences of the war. This proportion was calculated at half the amount of his net revenues. The last payment to any amount was made in 1792–3. A small sum was received in the following year.

After this period the settlement of accounts with the Rajah was transferred from Madras to Bombay; but during the three years, 1794–5 to 1796–7, nothing was received. In 1795 a permanent treaty was concluded with the Rajah, in which it was stipulated that a subsidiary force should be furnished by the Company for his service, for which a sum was to be paid annually equivalent to the expence of the same. No payment was made under this treaty till 1797–8. From 1798–9 to 1806 the amount of this subsidy, fixed at £42,914, has been annually realized in the way of set-off in the accounts with the Rajah for pepper, furnished by him under contract. In 1805 another treaty was entered into with the Rajah for increasing the subsidiary force, and adding to the subsidy to the amount of £45,186 for the expence of it; but no payment was made on account of the additional subsidy for nearly two years subsequent to the conclusion of the treaty, notwithstanding the remission of half of it for that period. In 1808, through the intrigues of the Dewan of that Rajah, serious disturbances occurred, and ended in direct hostility to the Company, which was happily subdued; and the Rajah has since made a considerable payment in discharge of the arrears of subsidy.

The Danes having been compelled to yield to the French system of excluding England from the continental markets, an expedition was sent against Copenhagen, which obtained possession of it and the Danish fleet. On the receipt of this intelligence in India, a detachment of the Madras army took Tranquebar, the principal settlement of Denmark in the East Indies. About the same time Serhampore in Bengal surrendered to the British forces.

1809. The Company sustained some heavy losses in their shipping, more particularly in the homeward-bound ships from Bengal; of these three were lost in 1808, and four in 1809, of which no account has ever been received. The following is a statement of the losses sustained in the years 1807-8 and 1808-9, taken from the accounts rendered to Parliament:

Walpole, lost off Margate, homeward-bound, value of her cargo		£11,706
Admiral Gardner, lost on the Goodwin Sands, outward-bound		37,897
Britannia, Company's own ship, including her cargo		117,820
Travers, lost outward-bound, in the Bay of Bengal		14,558
Lord Nelson, Experiment, Glory	Parted from the fleet homeward-bound, in November 1808, in a violent gale of wind, not since heard of, supposed to have foundered, and all hands perished	63,468 / 12,470 / 11,875
Calcutta, Bengal, Duchess of Gordon, Lady Jane Dundas	Parted company from the fleet homeward-bound, in March, 1809, in a tremendous gale of wind, not since heard of, supposed to have foundered, and all hands perished	138,915 / 135,601 / 100,540 / 51,316
Europe, taken outward-bound, and carried into Mauritius		154,398
Streatham, ditto, ditto		154,502
Asia, lost in proceeding up Bengal River, outward-bound		43,011
Forming a total in two years of fourteen ships, valued at		£1,048,077

So unprecedented a loss of ships occasioned a particular enquiry on the part of the Company into the causes of these disasters; from which it appeared that they were owing chiefly to extraordinary tempests, or to the captures of the enemy, and not to any defect or errors in the structure, equipment, or loading of the ships, or to any want of skill or conduct in the commanders and officers of them.

1810. The following is an account of the number of ships, with their chartered tonnage, which sailed from England for India and China, in the years 1793–4 to 1809–10 inclusive; the amount of merchandise and bullion exported on them by the Company; the number of ships lost, taken, &c.; likewise the amount sales of the Company's goods; the goods imported by the Commanders and officers of the Company's ships during the same period, including prize and neutral property.

Years.	Ships sent from England.		EXPORTS FROM ENGLAND.			Ships lost, taken, &c.	IMPORTS.	Private Trade, Prize and Neutral Property
			Merchandise.	Bullion.	Total.		Comp. Goods.	
	No.	Tons.	£	£	£		£	£
1793–4	46	40,655	1,335,806	10,298	1,346,104	1	4,859,745	882,620
1794–5	34	18,896	1,258,584	——	1,258,584	1	5,472,944	1,053,462
1795–6	46	41,728	1,382,913	38,494	1,421,437	—	6,515,900	1,569,526
1796–7	34	31,252	1,194,967	222,314	1,417,281	5	6,063,910	2,098,999
1797–8	26	21,601	1,220,167	633,685	1,853,852	2	4,675,358	1,334,579
1798–9	36	34,102	1,540,530	1,229,060	2,769,590	4	8,315,673	1,978,190
1799–0	36	30,283	1,713,948	262,876	1,976,824	2	7,359,676	2,792 883
1800–1	50	42,750	1,869,862	583,471	2,453,333	3	7,595,181	2,721,411
1801–2	40	34,758	2,292,798	439,517	2,732,315	—	6,626,347	2,525,500
1802–3	54	47,031	2,288,578	1,722,085	4,010,663	—	6,069,636	3,580,103
1803–4	54	46,726	2,053,685	990,122	3,043,807	6	5,866,073	2,547,699
1804–5	51	43,943	2,005,171	1,952,651	3,957,822	2	5,260,521	2,776,814
1805–6	50	41,137	2,086,721	702,671	2,789,392	4	5,995,598	2,782,152
1806–7	46	41,090	2,550,271	——	2,550,271	2	5,181,120	1,745,285
1807–8	46	36,671	2,248,630	200,921	2,449,551	—	5,156,971	2,879,535
1808–9	44	40,208	2,124,046	——	2,194,046	5	5,746,021	2,278,339
1809–10	47	38,394	1,894,045	——	1,894,045	13	5,977,280	2,247,760
Total.	740	631,225	31,060,752	8,988,165	40,048,917	50	102,737,954	37,794,857

The Company presented to the House of Commons a supplement to their financial exposition of 1808, in which they stated the embarrassments they were subjected to by the remittances of the Indian Debt, the great losses sustained in their shipping, &c. and petitioned for a temporary assistance by loan. In consequence of which, Government were authorized, by the Act of the 50th Geo. III. chap. 114, to issue Exchequer Bills to the amount of £1,500,000 for the use of the Company. By this assistance their home finances were in some degree relieved.

The Islands of Bourbon and France, the remaining possessions of the French in the Eastern Seas, were taken by expeditions from the British settlements: the former surrendered on the 9th of July, and the latter on the 10th of December. By this capture an end was put to that predatory warfare which had been successfully carried on against the British trade in India for a series of years. The principal settlements in the Eastern Islands were also taken from the Dutch.

1811. The transfer of the debt owing in India, and bearing interest from 8 to 10 per cent. per annum, to England, having still gone on in rapid progression, and Government being convinced that the operation, with whatever temporary inconvenience it might be attended, would be permanently beneficial to the Company's concerns, passed an Act, 51st Geo. III. chap. 64, authorizing the Company to make a further issue of bonds, to an amount not exceeding £2,000,000.

Holland being annexed to France, and troops having been sent from the latter country to take possession of Batavia, an expedition was fitted out from India against the Island of Java. Batavia surrendered on the 8th of August, 1811, without opposition; and the remaining part of the island, under the Dutch Government, was, after some resistance, taken possession of.

1813. We shall now close this account of the rise and progress of the commerce between England and the East Indies with the following statements, and a few brief remarks on each:

I. An abstract statement of goods exported to India and China, and imported from thence, from the period of the union of the two Companies in 1708–9 to 1809–10, being a period of 102 years.

II. An account of the prime cost and charges, sale amount, and profit arising from the goods imported into Great Britain from India and China in the 50 years, 1761–2 to 1810–11 inclusive.

III. The revenues which have arisen to the State from the trade from 1793 to 1811 inclusive.

IV. The amount of contributions from the Company to the public from 1768 to 1812.

V. The amount of the dividends which have been paid to the proprietors from 1708 to 1809–10.

VI. An account of the shipping in the service of the East India Company in the year 1811, with the number of ships which have been built for the service from 1771 to 1811 inclusive.

VII. An account of the debts and assets of the East India Company in Great Britain.

VIII. An account of the revenues and charges at the different Presidencies in India in the years 1811–12.

IX. A list of factories at present established in various parts of India for commercial purposes.

X. The Constitution of the East India Company.

I. The following is the abstract statement of merchandise and bullion exported by the Company to India and China, the sale amount of goods imported, and the number of ships lost, taken, &c. from 1708–9 to 1809–10 inclusive:

PERIODS.	Ships sent from England.		EXPORTS FROM ENGLAND.			Ships lost, taken, &c.	IMPORTS.
			Merchandise.	Bullion.	Total.		Sale Amount.
	No.	Tons.	£	£	£		£
26 Years, 1708–9 to 1733–4	353	142,981	3,064,774	12,189,147	15,253,921	20	33,571,709
32 ditto ..1734–5 to 1765–6	605	287,695	8,434,769	16,081,496	24,516,265	37	64,452,377
27 ditto ..1766–7 to 1792–3	731	511,313	16,451,016	5,673,513	22,127,529	39	101,383,792
17 ditto ..1793–4 to 1809–10	740	631,225	31,060,752	8,988,165	40,048,917	50	102,737,954
102 Years .....Total	2429	1,573,214	59,014,311	42,932,321	101,946,632	146	302,145,832

From the foregoing statement it appears that in the 102 years, 1708–9 to 1809–10 inclusive,

the prime cost of the merchandise and goods exported by the Company was £59,014,311

That the sale amount of the East India and China commodities imported by the Company during the same period was 302,145,832

The sale amount of imports exceeded the prime cost of exports in the sum of £243,131,521

During the same period the Company exported in bullion the sum of 42,932,321

Forming a balance *against* England in 102 years of £286,063,842

It also appears that during the above period the East India Company sent from England to India and China 2429 ships, whose chartered tonnage amounted to 1,573,214 tons. Of these there have been lost and taken 146. Admitting one half to have been lost or taken on the outward, and the other half on the homeward-bound passage, the loss is about 3 per cent.

By the aid of the foregoing statement of goods and bullion exported, it will be seen,

That the exports, which in the ten years of the periods embraced, *viz.* 1708–9 to 1717–18, were only £1,177,126, had in the last ten years, 1800–1 to 1809–10, amounted to £21,413,807, of which more than one-half consisted of the staple manufacture of the country woollens.

That in proportion as the export in goods increased, that of the bullion diminished.

In the first period, from ....1708–9 to 1733–4, the bullion bore to the goods 4 to 1.
In the second period, from 1734–5 to 1765–6, the proportion was reduced as 2 to 1.
In the third period, from ..1766–7 to 1792–3, the goods exceeded the bullion as 3 to 1.
In the last period, from ....1792–3 to 1809–10, the difference was increased nearly 4 to 1.

II. The following is a statement of the prime cost, including the commercial charges of all goods shipped from India and China on account of the Company, in the years 1761–2 to 1810–11 inclusive; the amount of customs paid thereon from the Company's treasury; the freight and demurrage; the charges of merchandise, calculated at the rate of 5 per cent. on the sale amount; the total of prime cost, and the various expences; the sale amount of the goods at the Company's sales; and the profit arising from the trade in each year during the same period:

Years.	Prime Cost, including Charges.	Customs paid by the Company.	Freight and Demurrage.	Charges of Merchandise in England.	Total Cost and Charges.	Sale Amount.	Profit.
	£	£	£	£	£	£	£
1761 to 1765–6	3,867,815	2,908,585	1,997,207	622,098	9,395,705	11,879,892	2,184,187
1766 to 1775–6	14,730,426	8,893,674	4,420,122	1,771,102	29,815,324	32,903,670	3,088,346
1776–7	1,450,883	604,544	320,316	151,083	2,526,826	3,305,687	778,861
1777–8	1,876,189	871,103	397,326	189,088	3,333,706	3,556,874	223,168
1778–9	2,040,787	872,313	461,335	196,462	3,570,897	3,650,158	79,261
1779–80	1,677,305	679,503	438,549	167,251	2,962,608	3,028,445	65,837
1780 to 84	6,057,911	1,633,414	2,420,945	612,819	10,725,089	12,573,009	1,847,920
1784–5	1,854,347	574,641	1,017,160	278,841	3,724,989	4,204,981	479,992
1785–6	2,280,601	537,452	883,001	359,673	4,060,727	4,647,974	587,247
1786–7	2,433,532	465,384	819,818	414,522	4,133,286	4,667,049	533,763
1787–8	2,754,772	550,190	785,498	291,598	4,382,058	4,874,745	492,687
1788–9	2,416,035	513,689	677,784	255,390	3,862,898	4,256,518	393,620
1789–90	2,472,738	501,770	745,543	265,037	3,985,088	4,417,823	432,735
1790–1	2,547,863	624,880	716,303	305,475	4,194,521	5,104,508	909,987
1791–2	2,535,578	611,722	719,362	308,491	4,175,153	5,141,532	966,379
1792–3	2,568,741	600,091	716,695	304,589	4,190,116	5,050,819	860,703
1793–4	2,556,845	626,076	707,591	242,986	4,133,498	4,859,745	726,247
1794–5	2,883,552	598,396	663,019	273,643	4,418,610	5,472,944	1,054,334
1795–6	3,229,599	770,371	1,053,701	325,800	5,379,471	6,515,900	1,136,429
1796–7	2,994,144	876,545	1,077,743	303,194	5,251,626	6,063,910	812,284
1797–8	2,318,007	403,031	1,024,057	233,768	3,978,863	4,675,358	696,495
1798–9	3,620,871	1,198,603	1,541,307	415,783	6,776,564	8,315,673	1,539,109
1799–0	3,496,258	436,751	1,437,680	367,983	5,738,672	7,359,676	1,621,004
1800–1	3,797,229	209,151	1,534,897	379,759	5,921,036	7,595,181	1,674,145
1801–2	3,094,271	150,365	1,175,430	331,314	4,751,380	6,626,347	1,874,967
1802–3	2,874,533	78,159	1,219,560	302,126	4,474,378	6,069,636	1,595,258
1803–4	2,959,654	77,445	1,281,488	293,303	4,611,890	5,866,073	1,254,183
1804–5	2,647,686	76,230	990,075	263,026	3,977,017	5,260,521	1,283,504
1805–6	3,042,085	78,595	1,176,581	299,657	4,596,918	5,995,598	1,398,680
1806–7	2,663,962	54,955	1,102,755	259,056	4,080,728	5,181,120	1,100,392
1807–8	2,575,589	37,437	1,263,554	257,848	4,134,428	5,156,971	1,022,543
1808–9	2,735,740	65,140	1,164,692	287,301	4,252,873	5,746,021	1,493,148
1809–10	2,727,375	82,228	1,196,145	298,862	4,304,610	5,977,280	1,672,670
1810–11	2,541,143	60,198	1,263,124	298,143	4,162,608	5,962,860	1,800,252
Total ..	106,324,066	27,322,631	38,410,393	11,927,071	183,984,161	221,964,498	37,980,337

From the foregoing statement it appears that the prime cost of the cargoes imported into Great Britain from India and China, including the commercial charges at the different Presidencies, and at Canton, amounted in the years 1761–2 to 1810–11, both years inclusive, being a period of fifty years £106,324,066

That the above goods, exclusive of what were lost and captured by the enemy, produced at the East India Company's sales in London 221,964,498

The sale amount exceeded the prime cost and charges during that period £115,640,432

Which may be considered as clear gain arising from the trade, and to have been thus appropriated:

Customs paid from the Company's treasury during the above period	£27,322,631
Freight and demurrage paid the owners of the shipping employed	38,410,393
Charges of merchandise in England, estimated at 5 per cent.	11,927,071
Balance remaining to the East India Company, after paying the above charges	37,980,337

exclusive of the losses which occurred on the homeward voyages from India and China, which, it may be estimated, have amounted to near £2,000,000, which should be added to the above balance, or rather should have been deducted from the prime cost. The sale amount of East India and China goods, from 1793–4 to 1809–10 inclusive, was £103,028,600, and consisted of the under-mentioned articles, *viz.*

Teas	£55,160,230	Bengal and China raw silk	£7,014,986
Bengal piece-goods	14,490,378	Organzine silk	228,727
Coast and Surat piece-goods	11,563,923	Pepper	3,322,835
Damaged piece-goods	116,824	Saltpetre	3,060,956
China wrought silk	16,498	Spices of various sorts	1,974,099
China-ware	82,001	Sugar, indigo, alkali, &c.	5,035,101
Nankeens	848,425	Coffee	113,617

and the profit arising therefrom during the same period, amounted to £21,955,392.

For the purpose of pointing out the causes of the variations in the amount of sales, both on account of the Company and individuals, and in the Customs paid, it will be necessary to advert to the alterations that have of late years taken place in the sale prices of the Company's imports; first, from the modifications that have been adopted in the manner of paying the duties; and, secondly, from the deranged state of commercial affairs, occasioned by the distraction of the times.

Previous to the year 1784, the sale value of the Company's imports was enhanced by the amount of the custom duties to which they were subject. These duties being a charge upon the Company, the goods were of course sold at an increased rate of cost, proportioned to their amount.

By the Act of the 24th George III. commonly called the Commutation Act, a revision of this system took place upon the article of tea; and from the passing of that Act, the duties upon this commodity have been paid by the purchaser, at a certain rate per cent. upon the gross price at the sales.

In 1799 a further modification took place. By an Act, usually distinguished by the name of the Warehousing Act, entitled, "An Act for permitting certain goods imported from the East Indies to be warehoused, and for repealing the duties now payable thereon, and granting other duties in lieu thereof," the imports made through the Company, with a few exceptions, are allowed to be landed and housed on payment of a small duty, after which they may be exported free of further charge; but if cleared for home consumption, the duties formerly paid thereon, become a charge upon the purchaser.

Under these regulations the sale amount of the Company's imports has been reduced in proportion to the amount of the duties formerly paid by the Company, but now transferred to the purchaser.

The amount of the Company's sales cannot altogether be relied upon as an accurate test for ascertaining how far the trade may be considered in an improving or a declining state; many of the commodities are subject to great fluctuations in price: pepper, for instance, has varied from 22¼d. to 7¼d. per lb. In 1757, the period at which the first of the Indian territories was obtained, pepper sold at 15d. per lb.; it is now about half that price: hence, by looking at the sale amount of the commodity, no considerable alteration may be visible; but it is evident, in point of fact, that in the latter period double the quantity will be required to give an equal sale amount with that of the former.

Tea may also be instanced. In 1757 the quantity sold was 2,697,805 lbs. and the sale amount £710,116. In 1810 the quantity sold was 23,548,468 lbs. and the sale amount £3,896,921. Here the quantity is found to be an increase nearly as 9 to 1, whereas the sale amount is only in the proportion of 5 to 1. Piece-goods also: in 1771 the quantity sold at the Company's sales was 850,665 pieces, and the sale amount £1,427,034. In 1810 the quantity sold was 819,193 pieces, and the sale amount £611,974. Here the quantity of the article is found nearly equal, whereas the sale amount is only in the proportion of 1 to 4.

In contrasting the state of the Company's trade in the last ten years, with its situation at any period prior to 1784, to the sale amount of £57,842,427, should be added a further sum as an equivalent for the duties, £19,280,809, which will extend it to £77,123,236; and if an allowance is made for the reduced price of all articles of Indian produce, the amount of the Company's sales may be taken at £85,000,000, or on an average of the ten years, 1801–2 to 1810–11 inclusive, £8,500,000 per annum.

III. The amount of duties stated in the foregoing account, as paid by the Company, is not the whole revenue arising from the trade with India and China, the greater part of the duties being paid by the purchasers on clearing the goods for home consumption. The following is an account of the total of customs and excise duties which have arisen from the trade in the eighteen years, 1794 to 1811 inclusive, taken from papers submitted to the House of Commons:

Years.	Export and Tonnage Duty.	NET DUTIES OF CUSTOMS.		DUTIES OF EXCISE.		TOTAL.
		India Goods.	China Goods.	Tea.	Other Goods.	
	£	£	£	£	£	£
1794	5,580	323,090	159,115	516,164	——	1,003,949
1795	9,259	182,547	146,045	511,851	——	849,702
1796	7,928	310,262	173,399	729,017	——	1,220,606
1797	5,952	573,396	173,883	813,200	——	1,566,431
1798	8,037	198,840	143,793	1,023,277	——	1,373,947
1799	8,193	150,129	156,385	1,161,263	——	1,475,970
1800	7,132	428,190	216,572	1,179,273	——	1,831,167
1801	16,216	416,519	175,721	1,152,817	——	1,761,273
1802	17,693	401,284	202,870	1,423,352	——	2,045,199
1803	26,485	332,606	184,311	1,392,072	——	1,935,474
1804	21,620	333,664	218,078	2,067,121	9,420	2,649,903
1805	28,003	492,199	135,124	2,359,633	17,591	3,032,550
1806	112,116	505,212	207,619	2,910,165	17,461	3,752,573
1807	96,069	526,385	219,496	2,994,635	26,147	3,862,732
1808	60,750	460,428	228,775	3,018,550	29,763	3,798,266
1809	74,420	564,386	267,631	3,290,687	18,783	4,215,907
1810	65,188	466,510	237,665	2,766,365	7,619	3,543,347
1811	54,754	448,594	269,629	3,433,437	8,886	4,215,300
Total..	625,395	7,114,241	3,516,111	32,742,879	135,670	44,134,296

IV. The following is a statement of the contributions from the East India Company to the public, from the years 1768 to 1812 inclusive:

Paid from 1768 to 1775, in consequence of an agreement concerning the territorial possessions (7th Geo. III. chap. 57, and the 9th Geo. III. chap. 24)	£2,169,399
Paid from 1769 to 1773, for indemnity on tea	483,050
Paid in 1779, bounty for seamen raised for the service of Government	13,653
Paid in 1780 and 1781, for three ships of the line presented to Government	95,349
Paid in 1781 and 1787 for agreement for a new charter in 1781	400,000
Paid in 1789 and 1790 for victualling the navy, and charges for troops in India	500,000
Claim for subsistence of prisoners of war, and other expences, written off in 1793	443,632
Paid in 1793 and 1794, for participation, pursuant to Charter Act of 1793	500,000
Paid in 1795 and 1796, expence of raising 3,000 seamen for Government	57,000
Paid in 1803 and 1804, armed ships hired for the service of Government	67,330
Loss from 1793 to 1811 by saltpetre supplied as per obligation of the charter	405,906

forming a total of £5,135,319, exclusive of the various expences incurred by the Company in freight, demurrage, &c. and in the high interest of money advanced for the public service in India.

V. The two East India Companies were united upon a capital of £3,200,000, upon which calls were made to the amount of 87½ per cent.; but owing to some deficiency, the capital upon which the dividends were made, stood at £3,163,200. The dividends were paid half yearly, at the following rates:

Christmas 1708, to Lady Day 1709	¼ year, at	5	per cent. per annum		£39,540
Lady Day 1709, to Michaelmas 1709	½ ditto	8	ditto		126,528
Michaelmas 1709, to ditto 1711	2 ditto	9	ditto		569,376
Ditto 1711, to Christmas 1716	5¼ ditto	10	ditto		1,660,680

The capital from this period was increased to £3,194,080:

Christmas 1716, to Midsummer 1732	5½ years, at	10	per cent. per annum		1,756,744
Midsummer 1732, to ditto 1732	10 ditto	8	ditto		2,555,264
Ditto 1732, to ditto 1743	11 ditto	7	ditto		2,459,442
Ditto 1743, to Christmas 1755	12½ ditto	8	ditto		3,194,080
Christmas 1755, to ditto 1766	11 ditto	6	ditto		2,108,093
Ditto 1766, to ditto 1768	2 ditto	10	ditto		638,816
Ditto 1768, to ditto 1769	1 ditto	11	ditto		351,349
Ditto 1769, to ditto 1770	1 ditto	12	ditto		383,290
Ditto 1770, to Midsummer 1772	1½ ditto	12½	ditto		598,890
Midsummer 1772, to ditto 1776	4 ditto	6	ditto		766,579
Ditto 1776, to Christmas 1777	1½ ditto	7	ditto		335,378
Christmas 1777, to Midsummer 1787	9½ ditto	8	ditto		2,427,501

The capital from this period was increased to £4,000,000:

Midsummer 1787, to Christmas 1789	2½ years, at	8	per cent. per annum		800,000

The capital from this period was increased to £5,000,000:

Christmas 1789, to Christmas 1792	3 years, at	8	per cent. per annum		1,200,000
Ditto 1792, to Midsummer 1793	½ ditto	10½	ditto		525,000

The capital from this period was increased to £6,000,000:

Paid in the years 1793–4 to 1809–10 inclusive, 17½ years, as dividends and interest	12,512,284
Forming a total paid as dividends in 102 years	£35,008,834

VI. The ships in the service of the Company in 1810–11, on the outward and homeward-bound voyages, were 104, and their chartered tonnage amounted to 90,272 tons, *viz.*

33 ships each	1,200 tons	is 39,600 tons.	1 ship	889 tons	is 889 tons.
1 ditto	1,242	1,242 do.	13 ditto	820	10,660 do.
1 ditto	1,198	1,198 do.	7 ditto	818	5,726 do.
1 ditto	1,140	1,140 do.	1 ditto	756	756 do.
1 ditto	1,000	1,000 do.	39 small, or extra ships, whose chartered tonnage amounted to		22,368 do.
6 ditto	950	5,700 do.			

Of this branch of the Company's concerns Lord Castlereagh, in the year 1803, spoke as follows:

"The shipping in the service of the East India Company is such as to constitute a magnificent property, and a great naval force; it is of a nature to be at any time converted into a great addition to the naval force of the empire; it is composed of upwards of 100 ships, bearing 90,000 tons burthen, and manned with 7000 seamen. These may be arranged in three classes; the first, containing ships of 1200 tons, may, upon a public exigency, be armed as ships of the line; the ships of 800 tons may be employed as frigates, and those of 500 tons as sloops of war."

The following is a list of the number of ships which have been launched in the River Thames for the Company's service, with their tonnage, in each year, from 1770 to 1811 inclusive:

1770	5	ships 3,694	tons.	1784	3	ships 2,324	tons.	1798	6	ships 4,788	tons.
1771	11	ditto 8,682	do.	1785	8	ditto 6,404	do.	1799	10	ditto 8,201	do.
1772	7	ditto 5,581	do.	1786	13	ditto 10,388	do.	1800	5	ditto 5,385	do.
1773	2	ditto 2,301	do.	1787	8	ditto 7,550	do.	1801	8	ditto 8,066	do.
1774	1	ditto 741	do.	1788	3	ditto 3,555	do.	1802	16	ditto 14,682	do.
1775	none.			1789	3	ditto 3,305	do.	1803	4	ditto 2,085	do.
1776	none.			1790	5	ditto 6,054	do.	1804	6	ditto 4,698	do.
1777	7	ships 5,480	do.	1791	none.			1805	2	ditto 1,638	do.
1778	6	ditto 4,605	do.	1792	4	ships 4,992	do.	1806	1	ditto 1,273	do.
1789	5	ditto 4,010	do.	1793	none.			1807	none.		
1780	11	ditto 8,704	do.	1794	2	ships 2,292	do.	1808	3	ships 3,097	do.
1781	16	ditto 12,489	do.	1795	1	ditto 1,439	do.	1809	1	ditto 820	do.
1782	8	ditto 6,375	do.	1796	17	ditto 19,898	do.	1810	1	ditto 955	do.
1783	5	ditto 3,982	do.	1797	4	ditto 5,239	do.	1811	6	ditto 6,829	do.

forming a total in forty-two years, of 224 ships, of the burthen of 202,611 tons.

Upon the mode of their equipment it is necessary to observe, that a ship bound to the East Indies, or China and back, should always be prepared for a passage of six or seven months outward, and the same for her return; and if any accident should arise to make it necessary to go into port to repair or refit, before she reach the place of her destination, either outward or homeward-bound, the Commander would frequently be compelled to shelter in a harbour, where little or no assistance could be procured, either with respect to artificers or stores, but what he carried with him; therefore the general safety requires that an East Indiaman should be supplied with more stores of every kind than are necessary on any other foreign voyage; and in order to navigate securely through those long passages, an additional number of officers, petty officers, and seamen are engaged, besides many tradesmen and artificers, not requisite for the short passages to the Straits, the Coast of Africa, the West Indies, or North America. These circumstances make it impossible to reduce the rate of freight paid by the Company to a proportionate standard with those paid for other foreign voyages.

VII. The following is an account of the debts and assets of the East India Company in Great Britain, on the 1st of March, 1812, taken from papers laid before the House of Commons, and from the reports of the Secret Committee appointed to examine and report on the Company's affairs:

Debts owing by the Company:

Bonds bearing interest	£6,565,900	
Sundry bonds not bearing interest	15,417	
Bills of exchange unpaid, drawn from China	43,596	
Ditto, the different parts of India	4,238,382	
Customs and Excise on goods sold, and Customs on goods unsold	935,313	
Bank, for loan on mortgage of annuities, and on bond, with interest	800,000	
Freight and demurrage	39,386	
Supracargoes' commission on all goods sold and unsold	162,800	
Proprietors of private trade on all goods sold	663,000	
Amount owing for exports of former seasons	124,987	
Alms-houses at Poplar	61,742	
Amount owing to the warehouse and other contingent funds	12,998	
Sundry warrants which have passed the Court unpaid	34,500	
Owing for teas returned by the purchasers, and resold	971	
Interest on bonds, and dividends on stock	176,823	
		£13,875,765

Owing to proprietors at the prices paid, *viz.*

What paid by the adventurers, being 87½ per cent. on £3,200,000			£2,800,000	
Additional capital sold to ditto	155 ditto	800,000	1,240,000	
Ditto in 1789	174 ditto	1,000,000	1,740,000	
Ditto 1793	200 ditto	1,000,000	2,000,000	
				7,780,000
Forming a total owing by the Company at home				£21,655,765

The Company's assets in Great Britain were as follow:

Cash, balance in the Treasury on the 1st of March, 1810	995,394	
Amount of goods sold, not paid for	1,096,390	
The Honourable Board of Ordnance, for saltpetre supplied	10,998	
Prime cost of goods in England unsold	4,800,141	
Outward cargoes not arrived in India or China, at the date of accounts	1,876,872	
Exports paid for, exclusive of bullion, 1809–10	1,288,926	
Impress and war contingencies paid owners of ships not arrived in England	665,043	
		£10,733,764

Sundry sums, part of which may be considered doubtful:

What due from Government to the Company	1,207,560	
Due from Government for supplies to His Majesty's troops	960,000	
Value of ships, sloops, and vessels	70,020	
Value of the East India House and warehouses	1,138,000	
What the Company paid for their dead stock in India	400,000	
Owing by sundry persons returned from India	19,712	
Due from Government on account of hemp from India	120,801	
		3,916,093
Forming a total of assets in England of		£14,649,857

The balance against the Company in England being £7,005,908, including their capital stock.

In the foregoing account the article of dead stock is valued at £400,000, which includes buildings and fortifications, plate, household furniture, plantations, farms, sloops, vessels, stores, and other articles of dead stock, according to Lord Godolphin's award in the year 1702; whereas the whole of the sums of money expended in buildings and fortifications, by the latest advices from the Company's several settlements, for the acquisition and maintenance of their possessions, and the nearest estimated value of other articles of dead stock, was £11,287,615.

The following is a statement of the account between Government and the East India Company, as submitted to the Select Committee of the House of Commons in 1813:

Claims of the Company on the Government, *viz.*		
To advances for the navy to May, 1812	£215,348	
Advances from Ceylon, the Cape of Good Hope, &c.	716,000	
Expence of building ships in India	137,000	
Payments at home for passage of military to the Cape, Ceylon, &c.	140,000	
Extra expences of expeditions to the French islands	2,803,060	
Extra expences of expedition to Java	1,779,255	
Sums paid by the Government on account, *viz.*		5,700,663
A loan in Exchequer Bills	1,500,000	
Demands from the Pay Office	1,646,237	
Expences of recruits transferred	350,000	
		3,496,237
Balance due from Government to the East India Company		£2,294,426

This account is subject to some adjustments for claims of the Victualling Office for supplies to the Company's service, to be brought to the credit of the public; and the calculation of interest on both sides is to be completed. How far the balance above stated may be augmented or diminished by these circumstances, cannot at present be determined.

VIII. The debts of the Company exceeded their assets at their Presidencies in India, as made up to 1809, under the head of Calcutta, in the sum of £16,675,732

From which the following are to be deducted, not being there included as assets.

Balance of quick stock in favour at Canton, made up to the 2d of March, 1809	£1,327,800	
Ditto at the Cape of Good Hope, made up to the 31st of August, 1809	14,085	
Ditto at Prince of Wales's Island, made up to the 30th of April, 1809	215,786	
Ditto at St. Helena, dated September, 1809	148,629	
		1,706,300
Leaving a balance against the Company at the different Presidencies abroad		£14,969,432

The following is an account of the revenues, charges, and interest on debt at the different Presidencies in the year 1811–12, taken from papers laid before the House of Commons:

	Revenues.	Charges.	Interest on Debt.	Charges and Interest.
Bengal	£10,706,173	£7,059,771	£1,317,447	£8,377,218
Fort St. George	5,156,717	4,619,610	80,795	4,700,405
Bombay	686,101	1,652,292	90,000	1,742,292
Total	£16,548,991	£13,331,673	£1,488,242	£14,819,915

Fom the foregoing statement it appears that since the year 1808–9 the revenues have increased in the sum of £1,032,936, while the amount of charges and interest on debt has decreased £731,182, forming a more favourable result in 1811–12 than in 1808–9, of £1,755,118.

The amount of bills of exchange drawn from India on account of the debt in the years 1809–10 to 1811–12 inclusive, was as principal £6,691,314, and as interest £2,845,193; of these sums £919,301 was retransferred to India, leaving a total of demand on the home treasury, on account of the Indian debt, of £8,617,206; of these bills £2,168,400 are not yet due.

The total of the Indian debt in 1811–12 was £28,646,989, from which deducting the amount of assets abroad, a sum falling short of the present revenue of the Company's Indian territories for one year, remains, and which may be liquidated in ten years under the present system, from the surplus revenues.

IX. The following is a list of factories at present established in various parts of India, for the provision of the Company's European investments, at all of which the Company have an establishment of European servants. Under the Presidency of Bengal are the subordinate factories of

Benares.	Midnapore.	Patna.	Soonamookey.
Bauleah.	Luckipore.	Radnagore.	Mow.
Hurrial.	Chittagong.	Rungpore.	Cossipore.
Hurripaul.	Cossimbuzar.	Santipore.	Etawah.
Jungypore.	Comercolly.	Burron.	Calpy.
Keerpore.	Malda.	Dacca.	Gorruckpore.

Under the Presidency of Fort St. George, or Madras, are the subordinate factories of

Tinnevelly.	Nagore.	Maddepollam.	Vizagapatam.
Ramnad.	Cuddalore.	Mausulipatam.	Ganjam.
Salem.	Pulicat.	Ingeram.	Devicotta.

Under the Presidency of Bombay are the subordinate factories of

Scindy, or Tattah.	Cambay.	Tellicherry.	Calicut.
Cutch.	Brodera.	Onore.	Cranganore.
Amedabad.	Baroach.	Barcelore.	Cochin.
Surat.	Carwar.	Mangalore.	Anjengo.

Including also all the other places where pepper was produced in the earlier periods.

Under Bencoolen, on Sumatra, are the subordinate residencies of

Moco Moco.	Cattown.	Manna.	Tappanooly.
Ippoe.	Saloomah.	Crooe.	Padang.

Some of these have recently been withdrawn, their maintenance being too expensive. The Company have also an establishment at Pulo Pinang, or Prince of Wales's Island, in the Straits of Malacca; at several of the Eastern or Spice Islands; at Bushire, in the Gulf of Persia; and Canton, in China.

Of the factories under the respective Governments of Madras and Bengal, many include an extent of from 50 to 100 miles of country; so that under each factory there is of necessity a number of minor factories, situated in the principal manufacturing towns, for the purpose of collecting the produce of those places, and of forwarding them to the head factory to which they are attached, from whence they are ultimately consigned to the respective Presidencies, to which the principal factories are subordinate,

X. The following is the present Constitution of the East India Company:

The Company's stock forms a capital of six millions sterling, into which all persons, natives or foreigners, males or females, bodies politic or corporate (the Governor and Company of the Bank of England only excepted), are at liberty to purchase, without limitation of amount. Act 9 and 10 William III. chap. 44. Charter, 5th of September, 1698.

General Courts.—The proprietors, in General Court assembled, are empowered to enact bye-laws, declare dividends, and in other respects are competent to the complete investigation, regulation, and controul of every branch of the Company's concerns; but for the more prompt dispatch of business, the executive detail is vested in a Court of Directors. Charter, 5th September, 1698.

A General Court is required to be held once in the months of March, June, September, and December in each year. Charter, 5th September, 1698.

No person can be present at a General Court, unless possessed of £500 stock; nor can any person vote upon the determination of any question, who has not been in possession of £1,000 stock for the preceding twelve months, unless such stock shall have been obtained by bequest or marriage.

Persons possessed of one thousand pounds stock are empowered to give a single vote; three thousand pounds are a qualification for two votes; six for three votes; and ten thousand and upwards for four votes.

The number of proprietors on the Company's books, on the 8th of April, 1800, were 2163: of these

1,683 were qualified to give single votes.	87.....ditto..... three votes.
342.....ditto..... two votes.	51.....ditto..... four votes.

Upon any special occasion, nine proprietors, duly qualified by the possession of £1,000 stock, may, by a requisition in writing to the Court of Directors, call a General Court, which the Directors are required to summon within ten days, or, in default, the proprietors may call such Court, by notice affixed upon the Royal Exchange. Charter, 5th September, 1698.

In all such Courts the questions are decided by a majority of voices. In case of an equality, the determination must be by the Treasurer drawing a lot. Charter, 5th September, 1698.

Nine proprietors may, by a requisition in writing, demand a ballot upon any question, which shall not be taken within twenty-four hours after the breaking up of the General Court.

Court of Directors.—The Court of Directors is composed of twenty-four members, chosen from among the proprietors, each of whom must be possessed of £2,000 stock; nor can any Director, after being chosen, act longer than while he continues to hold stock. Charter, 5th of September, 1698.

Of these, six are chosen on the second Wednesday in April in each year, to serve for four years, in the room of six who have completed such service. After an interval of twelve months, those who had gone out by rotation, are eligible to be re-elected for the ensuing four years.

No person who has been in the Company's civil or military service in India, is eligible to be elected a Director, until he shall have been a resident in England two years after quitting the service.

The Directors chuse annually from among themselves a Chairman and Deputy Chairman, who are each allowed £500 per annum. The Directors are allowed £300 per annum each. Bye-Laws, chap. 6, sect. 11.

The Directors are required by Bye-Laws, chap. 6, sect. 1, to meet once in every week at least; but they frequently meet oftener, as occasion requires. Not less than thirteen can form a Court. Their determinations are guided by a majority. In case of an equality, the question must be decided by the drawing of a lot by the Treasurer. Charter, 5th September, 1698. Upon all questions of importance, the sense of the Court is taken by ballot.

For the more ready and orderly dispatch of the Company's business, the members of the Court are subdivided into twelve classes of Committees, to each of which is allotted some distinct branch of the Company's affairs; and the name of these Committees in a great degree indicates the nature of the business to which their attention is more immediately devoted.

In the first class, which consists of a number of the senior Directors, are comprised the several Committees of Correspondence, Treasury, Lawsuits, and Military Fund.

1. To the Committee of Correspondence are referred, generally, all matters connected with the civil and military Governments of India, and the Company's servants abroad; they also prepare and submit to the Court the dispatches to the various settlements.

2. The Committee of Treasury regulate the financial affairs.

3. The Committee of Lawsuits conduct the legal concerns.

4. The Committee of Military Fund manage and direct the application of the fund established by Lord Clive, for the support of the invalids in the Company's military service.

The second class is composed of a number of the Directors next in the course of seniority, and forms the respective Committees of Warehouses, Accounts, Buying, and House.

5. The Committee of Warehouses are charged with the more immediate superintendence of the Company's investments in India; they also regulate the disposal of them in this country.

6. The Committee of Accounts prepare the statements of the general state of the home concerns.

7. The Committee of Buying purchase the woollens and lead for exportation to India and China.

8. The Committee of House give directions in all matters appertaining to the concerns of the House.

The third class contains the remaining Directors, who constitute the Committees of Shipping, Private Trade, preventing the growth of Private Trade, and Government Troops and Stores.

9. The Committee of Shipping arrange the shipping concerns, and provide the remaining exports.

10. The Committee of Private Trade adjust the settlement of freight with the owners of shipping.

11. The Committee for preventing the growth of Private Trade, see that the indulgences granted to the Commanders and officers of the Company's ships are conducted within the prescribed regulations.

12. The Committee for Government Troops and Stores adjust all concerns respecting the forces and ships of His Majesty serving in the East Indies.

The Chairman and Deputy are, by virtue of their office, members of every Committee.

All letters and papers on the subject of the Company's affairs are read in Court, and referred to the consideration of a Committee, according to the nature of their contents. The reference upon ordinary concerns is for the Committee to give such directions thereon as they may think fit; but in more important matters, the Committee is required to examine the facts, and report an opinion thereon, for the ultimate determination of the Court of Directors.

The Company's officers, both at home and abroad, receive their appointments immediately from the Court, to whom they are responsible for the due and faithful discharge of the trust reposed in them. The patronage is, nevertheless, so arranged, as that each member of the Court participates therein.

The civil and military establishments abroad are kept up by an annual appointment of Writers and Cadets. These vary in number according to existing circumstances. The number to be sent to India is determined upon, and a distribution is made, with a due attention to the pretensions of seniority.

At home each Committee is considered as possessed of the patronage of the department that falls more immediately under its controul, according to the established system of official arrangement.

The Secretary, in point of fact, is the immediate officer of the Court; yet as the duties of his station are so intimately connected with points that fall under the cognisance of the Committee of Correspondence, his establishment has always been considered as subject thereto.

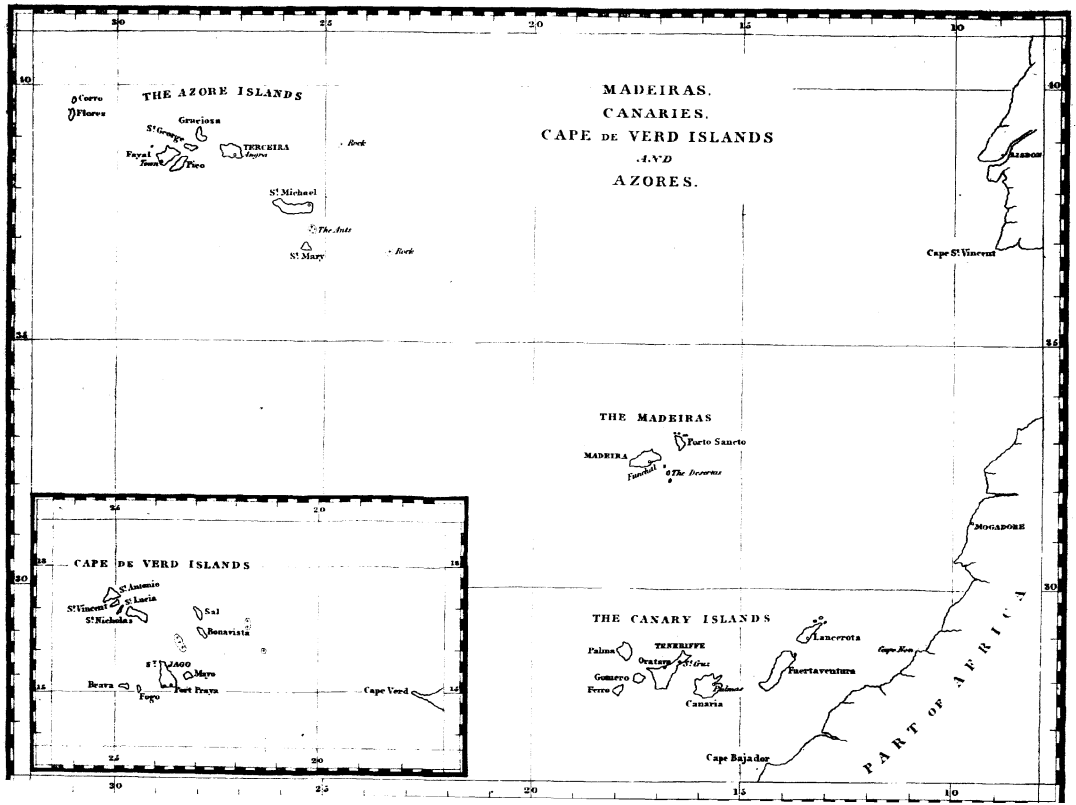
From the foregoing remarks on the rise and progress of the commerce between England and the East Indies, it is evident that the East India Company have essentially contributed to the present greatness of the country. They gave a very early impulse to its manufactures and trade. They opened a new commerce not with the East only, but, by means of their returns from thence, with foreign Europe. They soon increased the ship-building, and improved the navigation of the kingdom; both which they have, in latter times, carried to a degree of advancement, that has made their fleets serviceable in the wars of the nation, and their Commanders and officers eminently successful in adding to the naval glory of their country. Against the jealous rivalship of the Portuguese and Dutch, they, through a long course of hostilities from a superior force, maintained for the nation a share in the India trade; they preserved it from being totally lost, amidst all the convulsions of the civil wars; they outlived even the more dangerous innovations of subsequent periods; they upheld in India the national interests against the ambitious designs of European enemies, and the despotic violence of native powers, and in a long and arduous struggle, maintained, with little exception, at their own expence; they acquired a territorial empire for the mother country, which exalted its rank in the scale of nations; they have since expelled every European nation, except our ally of Portugal, from the Indian Continent and Ocean; and they have given a better government to an immensely extended empire than the East ever saw before.

In all this progress, not the wisdom of their civil servants only has been conspicuous, but the talents and valour of their military officers have signally added to the glory and renown of the British nation. By those officers, a grand army has been formed of native troops, in discipline, attachment, and efficiency, a just object of admiration: and from the time of the first Clive downwards, the exploits performed by the Company's military servants in India, equal in brilliancy those recorded in any period of modern history.

To all these public benefits, is to be added the direct wealth with which the Company have been the means of enriching the nation. The amount of these contributions, consisting of the profits of manufacturers, ship-builders and tradesmen, ship-owners and officers, servants and labourers, miners, re-exporters of Eastern productions to foreign parts, and other descriptions of persons gaining by the Company's trade, in dividends to proprietors, payments to Government, and the influx of private fortunes acquired in India, especially in the last fifty-five years, may be moderately estimated at one hundred millions sterling.

Were any further observations necessary, as to the benefits resulting to the nation from the present mode of conducting the affairs of our Oriental possessions, the following sentiments delivered by Lord Castlereagh, in the House of Commons, on the 22d of March, 1813, will doubtless be considered sufficient:

"THE MODE OF GOVERNMENT ADOPTED BY THE EAST INDIA COMPANY HAS RAISED AND PRESERVED AN EMPIRE UNPRECEDENTED IN THE HISTORY OF THE WORLD; AND THEY HAVE GOVERNED THE PEOPLE UNDER THEIR CONTROUL, ON A PRINCIPLE EMINENTLY CALCULATED TO PRODUCE THE HAPPINESS OF THE GOVERNED. I DO NOT BELIEVE THE HISTORY OF THE WORLD HAS EVER PRODUCED ITS PARALLEL; A SYSTEM BY WHICH A POPULATION OF FIFTY MILLIONS OF NATIVE SUBJECTS ARE GOVERNED, WHILE THE CIVIL OFFICERS OF THE COMPANY, BY WHOM THE GOVERNMENT IS CONDUCTED, DOES NOT EXCEED SIXTEEN HUNDRED; AND THIS TOO UNDER A GOVERNMENT, THAN WHICH THERE NEVER WAS A MILDER, NOR ONE BY WHICH THE HAPPINESS OF THE PEOPLE IS MORE CONSULTED."


MADEIRAS.
CANARIES.
CAPE DE VERD ISLANDS
AND
AZORES.
THE AZORE ISLANDS
Corvo
Flores
Graciosa
St George
Fayal
Pico
TERCEIRA
St Michael
St Mary
Rock
THE MADEIRAS
MADEIRA
Funchal
Porto Santo
The Desarts
THE CANARY ISLANDS
Palma
TENERIFFE
Gomero
Ferro
Canaria
Lancerrota
Fuertaventura
Cape Bajador
Cape St Vincent
LISBON
MOGADORE
PART OF AFRICA
CAPE DE VERD ISLANDS
St Antonio
St Vincent
St Nicholas
St Laria
Sal
Bonavista
ISAGO
Mayo
Brava
Fogo
Port Praya
Cape Verd

ORIENTAL COMMERCE.

CHAPTER I.

The Madeiras.

Porto Sancto—The Desertas—Madeira—General Description—Coins, Weights and Measures—Articles of Import—Amount of Imports and Exports—Exports—Denominations of Wines—Their Prices—Quantity imported into British India in 1805—Prices of Madeira at Bombay—East India Company's Regulations relative to Madeira—Import and Export Duties—Port Charges, &c.—Port Regulations—Provisions and Refreshments.

THE MADEIRAS

Are a group of islands consisting of Porto Sancto, the Desertas, and Madeira.

PORTO SANCTO

Is the northernmost of the group. The centre of the island is in latitude 33° 5′ North, and longitude 16° 25 West; it is very remarkable, and may be seen in clear weather near 20 leagues; it has two or three very high hummocks, by which it is distinguished from Madeira or the Desertas. On the S. W. side is an excellent road, where good water, provisions, and refreshments are to be had, and where vessels of near 500 tons burthen have been hove down and repaired. The property of the island is vested in a private family, and from it Madeira is supplied with large quantities of corn, when the crops are good.

THE DESERTAS

Are about 12 leagues S. S. W. from Porto Sancto. These islands extend nearly N. N. W. and S. S. E. rather of an even appearance, about 5 leagues in extent, and are uninhabited.

MADEIRA.

This island is about 12 leagues long from East to West, and about 9 leagues broad from North to South; it is very high and mountainous, except the East end, which terminates in a low rugged point.

Funchal, the capital, and the seat of the Government, is on the south side about two thirds down from its west end, in latitude 32° 37′ N. and longitude 17° 6′ West; the town is about a mile long, and half a mile broad, and is said to contain about 2000 houses. It has several handsome churches and monasteries. The houses are built of stone, some of them three stories high, with latticed windows, and balconies in the front: most of them have a mean appearance. The streets are narrow, badly paved, and very dirty.

Funchal is strongly fortified. On the eastern extremity of the beach is a fort called St. Jago; that of Lorenzo, within 200 yards of the western extremity of the town, is occupied as the residence of the Governor; the third, called the Peak Castle, is at the N. W. angle of the town on a hill, about half a mile from

the shore. The fourth fort stands upon the Loo Rock, which is about 400 yards from the shore, with which it has no communication but by boats; it commands the bay, and the only entrance to it is by a narrow flight of steps, hewn out of the rock, and properly guarded. The town has likewise a strong wall to the sea, connecting the forts, the whole of which are in a good state of repair.

The landing place of the island is to the N. W. of the Loo Rock; and from the deep water, and the violence of the surf, is sometimes dangerous. Steps are cut out of the rock to ascend to the top of it, which communicates with the road to Funchal. This road is very rough and narrow, being no more than four feet and a half wide, with a low wall on either side. The entrance to the town is about three quarters of a mile from the landing place, and is through a gate, from which a narrow street leads to a public walk disposed in the form of a garden, well shaded with trees, with a principal avenue in the centre, terminated by the cathedral, a large Gothic building. On one side of the entrance stands the theatre, and on the other the hospital. The custom-house is on the sea side, surrounded by a rampart mounted with cannon, which contains barracks for soldiers.

The best anchorage for large ships is in 30 to 35 fathoms water, having the citadel a little open to the eastward of the Loo Rock; the distance from the Loo Rock will then be about half a mile. Prudence requires that it should be with a whole cable when there is the least appearance of unsettled weather, with a slip buoy on the cable, having the splice so situated, that, should you be obliged to put to sea, which frequently happens, and not be able to weigh, you may cut the cable near the splice.

Ships' boats may land on the beach in summer months; but when there is no landing of goods to render it necessary, it is better to be avoided at all seasons, both for the safety of the boats, which are driven by a violent surge on a shingly shore, and for preventing the seamen from having the opportunity of frequenting the disorderly houses in the neighbourhood of the beach, and drinking the pernicious liquors vended thereabouts. Caution is likewise necessary against the shore boats coming on board, under pretence of selling fruit, vegetables, &c. for their chief object is the sale of spirituous liquors, and often concealed goods.

The merchants here, who are principally English, are extremely hospitable and kind to strangers if they bring the smallest introduction from any friend in England. Madeira contains about 110,000 inhabitants, of which near 20,000 are computed to be inhabitants of Funchal; the remainder are dispersed in the towns and villages, of which there are six or eight on the island.

Madeira was first visited by the Portuguese in 1419; but it had been previously visited by an Englishman of the name of Macham, who was driven here in a storm, having with him a lady, who died on the island, and over whose grave he, with the assistance of his shipmates, erected a wooden tomb and cross: this circumstance is admitted by most of the Portuguese historians. The Portuguese remained in undisturbed possession of the island till 1801, when the English took possession of it, to prevent a similar transaction on the part of the French: it was, however, restored at the peace; but on the emigration of the Portuguese Government, when Portugal was invaded by the French, the island again came under the English, being surrendered in trust to them for the Queen of Portugal, December 26, 1807.

COINS, WEIGHTS, AND MEASURES.

Coins.—Accounts are kept in reas and milreas, which are imaginary coins; the latter is 1000 reas, and equivalent to 5s. 6d. sterling. The coins current on the island are,

Spanish dollars pass for	1000 reas,	equal to 10 bits.
Pistareens	200	2 do.
Half pistareens, or bits .	100	1 do.
Quarter pistareens	50	1 do.

The gold coins of Portugal do not pass current on the island.

The copper coins are pieces of 5, 10, and 20 reas, being the $\frac{1}{200}$, $\frac{1}{100}$, and $\frac{1}{5}$ parts of the pistareen.

WEIGHTS AND MEASURES.—Those of Portugal are in general use on the island. The Portuguese commercial pound is equal to 1 lb. 3¼ drams avoirdupois: thus 100 lb. of Portugal is 101 lb. 3 oz. 3¼ drams avoirdupois.

COMMERCIAL WEIGHTS.

72 Grains of Wheat	make	1 Oitavo
4 Oitavos		1 Ounce
4 Ounces		1 Quarta
4 Quartas		1 Aratel, or lb.
32 Aratels		1 Aroba
4 Arobas		1 Quintal
13 ¼ Quintals		1 Ton.

LIQUID MEASURE.

2 Meyos	make	1 Quartillo
4 Quartillos		1 Canada
6 Canadas		1 Pote
2 Potes		1 Almude
25 Almudes		1 Pipe
2 Pipes		1 Tun
18 Almudes		1 Barrel

LONG MEASURE.—There are two principal measures, the vara and the covado; the former is five palms or pans, and the latter three. The palm is eight Portuguese, nearly nine English inches; the covado being 26¼ English inches.

IMPORTS.

The following are the articles imported from England, either direct, or by Portuguese vessels from Lisbon.

Ale in casks&bottles.	Furniture.	Lead.	Saddlery.
Blacking.	Fish, dried & salted.	Leather.	Salt.
Books & pamphlets.	Flour.	Laces.	Ship-chandlery.
Boots and shoes.	Geneva.	Musical instruments	Shot.
Buttons.	Garden seeds.	Mathematical ditto.	Silk goods.
Butter.	Groceries.	Medicines.	Soap.
Brandy.	Gigs.	Millinery.	Spices.
Brasiery.	Glass ware.	Nails.	Slops.
Cabinet ware.	Hams.	Olive oil.	Staves.
Cordials.	Hats.	Oilman's stores.	Steel.
Cheese.	Hay.	Pipes, Tobacco.	Sugar.
Cotton goods.	Haberdashery.	Piece Goods.	Stationery.
Coals.	Hardware.	Painters' colours.	Stuffs.
Candles.	Herrings.	Pewterer's ware.	Tin ware.
Cards.	Hosiery.	Pictures.	Tobacco.
Cloths & Casimeres.	Irish Linen.	Perfumery.	Tin plates.
Copper.	Jewellery.	Plate.	Turnery.
Cutlery.	Isinglass.	Plated ware.	Toys.
Confectionary.	Iron.	Porter.	Window glass.
Cordage.	Ironmongery.	Provisions.	Watches.
Earthen ware.	Iron hoops.	Potatoes.	Wines.
Engines.	Looking-glasses.	Rum Shrub.	Woollens.

Of the above articles, Soap and Tobacco are prohibited, being a monopoly belonging to Government.

Considerable quantities of corn are imported from the Azores and America, as the island does not produce sufficient for the consumption of the inhabitants.

Official Value of Goods imported from, and exported to, England, from the Accounts submitted to the British Parliament from 1793 *to* 1809 *inclusive; likewise the Amount of Customs levied on Madeira Wines retained for Home Consumption in Great Britain.*

Years.	Imports from England			Exports to England.			Customs on Wine for Home consumption.		
	£	s.	d.	£	s.	d.	£	s.	d.
1793	35,697	12	9	10,541	6	1	——		
1794	34,546	17	2	4,527	12	1	——		
1795	152,353	19	10	5,755	15	10	——		
1796	225,168	17	4	3,388	11	9	16,019	3	3
1797	108,412	5	9	1,308	4	1	7,097	13	0
1798	170,825	6	0	4,336	9	10	23,569	5	8
1799	111,182	14	10	14,913	8	6	23,485	17	11
1800	187,131	0	7	10,410	13	6	35,236	0	8
1801	191,363	7	6	8,283	19	7	42,986	6	7
1802	114,221	8	2	10,843	19	7	60,101	4	10
1803	109,383	3	6	14,159	15	5	57,836	9	4
1804	103,147	18	8	6,550	15	7	39,293	10	5
1805	227,882	18	5	8,278	0	9	33,626	17	8
1806	241,523	5	8	10,780	3	11	59,858	11	11
1807	263,557	16	6	13,306	6	7	61,217	6	6
1808	583,498	13	1	31,364	7	7	77,667	2	11
1809	518,148	19	8	57,417	14	3	94,045	0	6
Total.	3,278,043	5	5	216,167	4	1	632,040	11	2

The imports exceed the exports in 17 years £3,161,876 1*s.* 4*d.* on an average £185,992 14*s.* 2*d.* per ann. The principal part of which is the manufactures of Great Britain. In 1800, the imports consisted of

British merchandise	171,082	6	11
Foreign merchandise	16,048	13	8
	£187,113	0	7

The Americans carry on a considerable trade with the island, importing provisions, lumber, &c. It appears, from the papers laid before Congress, that from the 30th of September, 1805, to the 30th of September, 1806, there was exported from the United States to Madeira

Domestic Produce	Dollars 528,375
Foreign Merchandise	62,194
	Dollars 590,569

Their returns are made in wine, of which large quantities are consumed in America, and likewise carried by them to the West Indies, and occasionally to the East Indies. Calculating they paid 160 Dollars a pipe, on an average, the above articles, at prime cost, would have purchased 2690 pipes of wine.

EXPORTS.

Wine is the principal produce of the island, and is classed under the following denominations:

London particular, or first quality.	*There are also the following:*
London Market . . second quality.	Sercial.
India Market . . . third quality.	Sweet Malmsey.
New York Market . fourth quality.	Dry Malmsey.
Cargo . . . . . fifth quality.	Tinto, or Red Wine.

The export of wine may be reckoned from 15,000 to 17,000 pipes per annum; of which a very small part is London particular Madeira. The inferior kinds annually made, which are estimated at 5,000 pipes, are consumed on the island.

The demand for Madeira wine in Great Britain has of late years much increased. In 1809 the quantity imported, and retained for home consumption was 2,902 tuns of 252 gallons, being upwards of 6,600 pipes. The customs collected on the article from 1796 to 1809 inclusive, are inserted with the imports and exports. The excise duties are so blended with those on other white wines, that it cannot be ascertained what has been levied on Madeira wines; but the amount has at all times exceeded that of the customs.

The prices of wines are settled at the commencement of every year at the British Factory. They have, from various causes, increased amazingly of late years. The following are the prices from 1793 to the present time.

1793, the price for new wine was £35 per pipe.
1797, it was raised to . . . . . 37 ditto.
1798, it was again raised to . . . . 42 ditto.
1806, the price was . . . . . £44 per pipe.
1810, it was raised to . . . . . 50 ditto.
1811, the price is . . . . . 54 ditto.

Those prices are for new particular wines. Old wines are charged from £4 to £6 per pipe higher, according to their age; the other qualities, second, third, fourth, and fifth, are generally in gradation £4 or £5 per pipe under the other prices. Sercial and Malmsey vary according to the demand.

The quantity of Madeira wine sent to India, it is difficult to ascertain with any degree of accuracy. The following is an account of the official value of imports into Madras and Bombay from Madeira for five years, 1802 to 1806 inclusive. At Bengal the imports from Madeira are classed with those from Lisbon, but may be presumed to be equal to both Madras and Bombay together.

Years.	MADRAS.		BOMBAY.		Total.
	Merchandise.	Treasure.	Merchandise.	Treasure.	
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	2,96,620	——	——	——	2,96,620
1803	2,38,771	——	1,03,655	——	3,42,426
1804	4,39,367	——	1,23,655	——	5,63,022
1805	2,90,427	65,000	1,24,400	——	4,79,827
1806	2,48,879	——	1,17,895	——	3,66,774
Total.	15,14,064	65,000	4,69,605	——	20,48,669

The above merchandise may be considered to consist of Madeira wine; and admitting it to be valued at the custom house on an average of 260 Sicca Rupees per pipe, or £35 sterling, the quantity in 1805 would be, exclusive of treasure, Sicca Rupees 4,14,827, or . . . . . Pipes 1,481

Admitting the imports at Bengal equal to both of the other Presidencies 1,481

The Americans imported into India, Madeira wine in 1805, of which the official value was Sicca Rupees 2,91,162, and at the rate of 280 Rupees per pipe, is 1,040

The East India Company imported into India in 1805 not included in the above 905

There was shipped from Madeira to India, in the tonnage granted to individuals 903

The extra ships belonging to the Company, which carried their wine from Madeira to India, may be calculated to have taken at least half as much on their own account 450

Total of wine shipped from Madeira to India in 1805 . . . . . Pipes 6,260

The East India Company, with a view of supplying the wants of their military and civil servants at the different Presidencies, have shipped Madeira wine to the following extent:

1803–4	510 Pipes	1807–8	910 Pipes
1804–5	630 ditto	1808–9	380 ditto
1805–6	905 ditto	1809–10	415 ditto
1806–7	405 ditto	1810–11	530 ditto

The following are the prices at Bombay for three months previous to the 1st of January, 1811, for ready money; the pipes are filled up on being delivered from the warehouses.

Kinds of Wine, and when imported.	PRICES AT BOMBAY IN 1810.								
	October 1.			November 1.			December 1.		
	R.	Q.	R.	R.	Q.	R.	R.	Q.	R.
London Market imported October, 1809 . .	384	3	73	390	0	04	395	0	25
India Market . . . . ditto	369	2	33	374	2	64	379	2	95
London Market imported December, 1809 . .	384	2	30	389	2	61	394	2	92
India Market . . . . ditto	369	2	29	374	2	69	379	29	1

The Company allow each of their commanders to import two pipes of Madeira wine, beyond their stipulated tonnage, and they are usually allowed to pass freight free.

Individuals are permitted to ship wine from Madeira to India, and from thence to Europe, upon the following terms.

Extracts from the East India Company's Regulations respecting Madeira Wine.

PAR. 7. We have established the following regulations for shipping of such wine from Madeira on the extra ships, as may be required to be carried to India, and from thence brought to England, *viz.*

1. That the freight of Madeira wine from Madeira to India be £4 per pipe, and that the same be paid within fifteen days after permission shall be granted for shipping wine.

2. That the same rate of freight be paid for wine sent to any part of India, both in peace and war, and that no pipe do contain more than 110 gallons.

3. That the rate of freight for wine brought from India to England be £8 per pipe, in time of war; and that this freight be paid previous to the delivery of the wine in England, and charged at the above rates respectively, whether the pipes contain the full quantity, or not.

4. That persons, requiring tonnage for wine from Madeira, to be carried to India, and from thence to England, be permitted to lade in articles for Madeira, freight free, to the amount of the tonnage they may be allowed in wine; and that two pipes be calculated equal to a ton.

5. That such ships as may be appointed to take on board wine at Madeira, be allowed to remain at that island two working days for every 20 Tons of goods they may have been permitted either to carry to, or receive on board at, Madeira (the day of arrival and sailing not included); and that if the agents of the shippers should not complete their lading within that period, the ships do proceed on their voyage, and the freight, paid in England, do then become forfeited.

6. You will observe that the rate of freight above mentioned, applies also to such wine as may be sent from India.

N. B. The rates of freight are settled at the commencement of each season.

The quantities shipped in consequence of the above indulgence, have been as follow:

1803–4	512 Pipes	1807–8	1511 Pipes
1804–5	628 ditto	1808–9	377 ditto
1805–6	903 ditto	1809–10	392 ditto
1806–7	403 ditto	1810–11	79 ditto

A part of which has been brought to England, after having been the voyage.
The following are the Duties on Madeira wines in England.

	£	s.	d.		£	s.	d.
Customs, per Tun, on British ships .	44	2	$6\frac{5}{6}$	on foreign ships .	47	7	$1\frac{1}{6}$
Excise	52	10	0	. . . . .	52	10	0
Total per Tun .	96	12	$6\frac{5}{6}$	. . . . .	99	17	$1\frac{1}{6}$

The drawback, when exported to the East Indies or China, is £86 2*s.* per Tun.

IMPORT AND EXPORT DUTIES.

The Duties on goods imported, are settled by the late treaty with the Portuguese Government in Brazil, at 15 per cent. *ad valorem:* and on those exported, at 10 per cent. Goods may be landed for exportation, on paying a duty of 4 per cent. when shipped. The time limited for being in the warehouses, is six months.

PORT CHARGES, &c.

The Consulage for each ship is £3 6*s.* the entry at the custom-house about the same amount. Two visits, one on arrival, and the other on departure, one Spanish Dollar each. Two custom-house officers remain on board during a ship's stay in port, and are paid by the ship 300 reas each per day.

The charge of commission on transacting business, varies from $3\frac{1}{2}$ to 5 per cent.

The rate of freight to and from Madeira, depends on circumstances: from England it is generally £2 per ton for dead weight, and 20*d.* per foot for measurable goods. From Madeira round by the West Indies to London, for wines 8 guineas, per pipe. The commanders of the East India ships sometimes exact very heavy freight for carrying a casual pipe or two of wine round, though the Company will allow it to be taken the voyage on application, at £12 per pipe; 25 guineas per pipe having been charged.

The following instructions are drawn up by one of the principal houses at Funchal, and are recommended to the attention of those frequenting the island.

PORT RULES

To be observed by the Commanders of British Merchant Vessels at the Island of Madeira.

1. No vessel can have communication with the shore, or with vessels lying in the port, until visited by a boat from the Government, or from the health-office.

2. The Master, Purser, or other persons, coming in the first boat from any vessel, must land at the health-office, there to undergo examination.

3. The Captains or Pursers must bring with them the vessel's register and Mediterranean Pass, and also the manifest of her cargo; as without these documents, business cannot be transacted at the Consular and other offices.

4. No vessel lying in the port, can have any communication with one that is coming in, or that has already anchored, until the new comer shall have been regularly visited.

5. No vessel at anchor can change her birth without licence from the Government.

6. No boats are permitted to pass between vessels and the shore after sunset, except by licence obtained from the Government.

7. No seaman or soldier to leave their ships without leave obtained in writing from the Captain or the commanding officer.

8. Any seamen or soldier found on shore after sunset without a written leave of absence, is liable to be taken up by the Government, and kept in custody until claimed and sent on board ship; which will, exclusive of his maintenance, occasion an expence of two dollars for each individual, to be deducted out of his wages.

9. All Captains or commanding officers are requested to read the above two articles (7 and 8) to the sailors and soldiers on board their respective vessels.

10. All Captains or Pursers must give notice at the Consul's or the Vice-Consul's office twenty-four hours at least before the time of their intended departure.

11. No vessel is to carry from hence any person or persons other than those that came in her, without a regular passport.

12. The Master of any vessel detected in attempting to carry away, without a passport, any Portuguese subject, is liable to a fine of a hundred dollars, and imprisonment for three months.

13. In cases where the Captain of a vessel shall be judicially warned not to carry from this island any particular person, if he shall, notwithstanding such judicial warning, still carry him, he will thereby become liable for the debts which such person shall owe here.

14. When vessels are ready to depart, the Captains must, through their Consul, or through their Consignees, apply to the Government to have its visiter sent on board at the hour when they will be ready to proceed to sea.

15. After a vessel has been visited for the purpose of proceeding on her voyage, she cannot have any communication either with the shore, or with the vessels in port. If she has any communication with either, she cannot sail until visited a second time.

16. No vessel can enter or leave this port after sunset, without special licence.

17. No vessel that shall have remained in port a night, after being visited the preceding day, can sail until she shall be again visited.

18. All vessels, where second, third, or more visits are necessary, must pay for each, after the first, half a moidore, or thirteen shillings and twopence halfpenny sterling, besides other contingent expences.

19. Any vessel attempting to get under weigh before she has been visited, as in all cases above mentioned, will be fired at from the forts, and obliged to pay for the powder and shot.

20. No commander of a vessel can leave any of his crew behind him in this island, without giving security in the Consul's office for their subsistence.

Any person who shall transgress the above Rules, will do so at his peril, and must not expect from his Consul any protection against consequences occasioned by a wilful breach of the Laws and Regulations of this island.

PROVISIONS AND REFRESHMENTS

Are most exorbitantly dear. Beef and mutton very indifferent, from 15*d.* to 18*d.* per lb. Fowls, very bad, a Spanish dollar each. Ducks 1200 reas each. Turkeys 3000 to 4000 reas each. Fruit and vegetables very scarce, inferior, and dear. The provisions and water are sent off in the boats belonging to the island.

CHAPTER II.

The Canary Islands.

Their Number—Lancerota; Description, Trade, &c.—Fuertaventura; Description, Trade, &c.—Grand Canaria; Description, Trade, &c.—Teneriffe—Santa Cruz; Description—Coins—Weights—Measures—Imports from London, and their Amount—Articles of which they consisted—Exports—Duties—Port Regulations and Charges—Provisions and Refreshments—Orotava; Description—Palma; Description, Trade, &c.—Gomero; Description—Hierro; Description—Orchilla Weed—Rose Wood.

THE Canary Islands are seven in number; *viz.*

Lancerota, Fuertaventura, Grand Canaria, Teneriffe, Palma, Gomero, Hierro, or Ferro; the easternmost of which is about 50 leagues from Cape Non, on the Coast of Africa.

To which may be added several small isles to the eastward, which are uninhabited.

LANCEROTA,

The easternmost island of the cluster, is about 15 miles long, and 10 broad. The principal port is on the S. E. side, and is called Porto de Naos; its latitude 28° 58′ N. and longitude 13° 33′ W. Here vessels not drawing more than 18 feet water, lay secure from all winds. As this is the only convenient place in the islands for cleaning or repairing large vessels, it is much frequented for that purpose. At the west end of the harbour stands a square castle built of stone, and mounted with some cannon, but of no great strength, as ships of war may approach within musket shot of it. There is no town; but there are some magazines in which corn is deposited for exportation. On the west side of the castle is another port called Porto Cavallos; this is also an excellent harbour, but the entrance to it has only 12 feet water at spring tides. Upon a small island, between the two harbours, stands the aforesaid castle, which defends them both. This rock is joined to the land by a bridge, under which boats go from Porto de Naos to Porto Cavallos.

About two leagues from Porto de Naos, towards the N. W. is the town of Cayas, or Rubicon, the chief habitation in the island, and which was formerly a Bishop's see. It contains about 200 houses, a church, and a convent: it has an old castle, mounted with some guns for its defence. Most of the dwelling houses here have but a mean appearance. There are one or two other small towns on the island.

This island exports to Teneriffe a great quantity of corn, orchilla weed, cattle, cheese, coal, skins, salt fish, and fowls. The returns are generally European goods and cash. The horses are much esteemed, being of the Barbary breed; the cattle are fat and good, and fish are in great plenty, and of various sorts.

FUERTAVENTURA

Is about 7 miles distance from the S. W. point of Lancerota. This island is about 80 miles long, and 15 broad; in the middle it is narrow and low. There are no ports for large ships in the island, but several from whence the produce is shipped, which consists principally of corn.

The latitude of the north point of the island is 28° 46′ N. and longitude 13° 52′ W. from Greenwich. In the channel between it and Lancerota, lies the island of Lobos (or seals), which is about a league in circumference, uninhabited, and destitute of water. Near to this is a good port for shipping; the mark to find it is the east point of Lobos N. E. and anchor about half way between it and Fuerta-ventura. Although this road seems to be open and exposed, yet it is very safe with the trade wind; for the water is smooth, and the ground every where clean, being a fine sandy bottom. Right ashore from the road, on Fuertaventura, is a well of good water, easy to come at.

On the eastern side is the port of Cala de Fustes, where corn is shipped off, but is only fit for small barks: here they lie secure from all but S. E. winds. Four leagues to the southward of the above is Point de Negro; on the other side of which is a spacious bay called Las Playas. The best anchoring place is on the north side, where it is clean sandy bottom, at a convenient distance from the shore, in 14 fathoms.

The principal town on the island is situated about 2 leagues inland from the road of Lobos, before mentioned; here are a large beautiful church and convent, built of hewn stone; most of the houses of the town are neat, and are about 100 in number. There are several other small towns scattered up and down in different parts of the island; but the inhabitants are not numerous.

The article of corn is the principal one exported from the island, in return for which the inhabitants receive Spanish dollars, and a few articles of European and West Indian produce; besides which, they have some orchilla weed, cattle, and a small quantity of wine, generally weak and poor.

GRAND CANARIA.

The N. E. point of this island is about 18 leagues distant from Fuertaventura; the latitude of this point is 28° 13′ N. and 15° 38 W. from Greenwich. On the N. E. end of this island is a peninsula, about two leagues in circumference. The isthmus by which it is connected with the main island, is about two miles long, and a quarter of a mile broad at its narrowest part. On each side of this isthmus is a bay, which is exposed on the N. W. side to the swell of the sea, and therefore an unfit road for shipping; but small barks lie here secure from all winds and weather, and here the natives repair their small vessels.

On the other side of the isthmus, is a spacious sandy bay, called Porto de Luz, having some steep rocks at its entrance towards the N. E. This is a good road for shipping of any burthen, with all winds except S. E. to which it is exposed; but that wind seldom blows so hard as to endanger shipping.

The landing place is at the very bottom of the bay, where the water is generally so smooth, that a boat may lie broadside to the shore without danger. At this landing place stands a chapel, dedicated to St. Catherine, and a castle mounted with a few guns, but of no strength. From thence along shore to the eastward is the city of Palmas, the capital of the island, between which and the above-mentioned castle, are two forts, mounted with guns, and garrisoned by invalids. At the other end of the city is another castle, called St. Pedro; none of these are of any strength. The city of Palmas is not capable of opposing an attack; but it is large, and contains several fine buildings, particularly the Cathedral of St. Anne, with many churches, convents, and nunneries. The private houses are in general good, being all built of stone. The city is divided into two parts, which have a communication with each other by a bridge thrown over a small stream of water. The number of the inhabitants in Palmas is estimated at about 6,000.

Shipping that discharge their cargoes at Palmas, generally in good weather anchor within half a mile of the town, for the quicker dispatch; but that place is not a good road.

This island is the most healthy and pleasant of the whole group.

IMPORTS AND EXPORTS.

Grand Canaria exports to Teneriffe, provisions of all sorts: coarse woollen blankets, some raw and wrought silk, orchilla weed, square stones for pavements, filtering stone vessels, some salt, &c. The returns received for these commodities are chiefly silver, and other produce of the Spanish West Indies.

The wine of Canaria is good, but has not such a body as that of Teneriffe, and therefore not so fit for exportation; yet a considerable quantity of it is annually sent to the West Indies.

PROVISIONS AND REFRESHMENTS.

Provisions and refreshments are plentiful, and consist of bullocks, sheep, goats, rabbits, fowls, turkeys, geese, &c. and of fruits, the peach, apricot, apple, pear, cherry, plums, pine-apples, &c. are in the proper season in abundance. Onions and other vegetables are extremely good and reasonable.

TENERIFFE.

This island is almost triangular, the three sides being nearly equal, and each about 12 leagues in length. It is 15 leagues from Grand Canaria. Nearly in the centre of the island is the famous peak, which is 1904 French toises, or two English miles and a quarter above the level of the sea, and may be seen in clear weather upwards of 30 leagues. About six leagues from the N. E. point of the island, called Punto de Nago, on the S. E. side, is

SANTA CRUZ,

The most frequented port of any in the Canary Islands. The best road for shipping is between the middle of the town, and a fort or castle about a mile to the northward of it. In all that space, ships anchor from a cable's length distance from the shore, in 6, 7, and 8 fathoms water, to half a mile in 25 to 30 fathoms. The ground is in some places foul; and if a ship is likely to remain long in the roads, it is necessary to buoy the cables. In the middle of the town is a mole, built at a vast expence, for the convenience of landing; it runs to the northward, and the outermost part of it turns towards the shore. The surf sometimes beats with great violence on the shore for several days together; for a shelter against which, the mole is but ill contrived. In mild weather goods are landed at a creek among the rocks, near the custom-house, at a short distance to the southward of the mole. In going from the mole into the town, there is a square fort on the left hand, named St. Philip's, which is the principal one in the bay; to the northward of it along shore are some forts, or batteries, mounted with guns; the most considerable of which is called Passo Alto: near it is a steep rocky den or valley running a long way inland.

At the south end of the town are some batteries, and beyond them close to the shore, there is a fort called St. Juan. All the sea shore from thence to the southward is generally inaccessible, being naturally fenced with rocks, on which the surf breaks almost continually. These forts are mounted with cannon, and joined to each other by a thick stone wall, which begins near Passo Alto, and continues with little interruption to Fort St. Juan. This wall is only breast high within, but higher without, facing the sea. The entry to the town from the sea, is at the mole, where there is an open passage between the wall and St. Philip's Castle, which commands and guards this entry. The town is not fortified on the land side, as no danger is apprehended from that quarter, the country near Santa Cruz being dry, stony, and barren.

Santa Cruz is a large town, containing several churches and convents, an hospital, and the best constructed private buildings of any in the Canary Islands; it is, in fact, the capital of them all, though the episcopal see, and courts of judicature, are in the city of Palmas on Canaria; but the Governor General of the islands resides always in Santa Cruz, where there is continually a great concourse of foreigners, it being the centre of the Canary trade with Europe and America. The number of inhabitants are about 7,000; the water they drink, is conveyed in open wooden troughs or spouts into the town from a neighbouring spring.

The latitude of the road of Santa Cruz is 28° 28′ N. and longitude 16° 26′ West of Greenwich.

COINS.

The current coins in the Canary Islands, are the Mexico dollar and its divisions, the half, quarter, eighth, and sixteenth. Besides these, there is a provincial real of plate, which is a small silver piece of the

value of five pence sterling, and the quart, a copper coin, equal in value to our halfpenny, for ten of them, make a real of plate. The provincial silver coin is not current in Lancerota and Fuertaventura, and is never exported, because it passes in the islands for more than its intrinsic value.

Accounts are kept here in imaginary money, *viz.* in current dollars of ten reals of vellon each. The real of vellon is equal in value to eight of the above-mentioned quarts, so that the current dollar is exactly three shillings and fourpence; and six of them are equal to a pound sterling; three sixteenths of the Mexico dollar pass for two reals of plate. Little or no gold is to be met with in these islands, passing as coin.

WEIGHTS

Are much the same as in England, 123lbs. of the Canary Islands being nearly 125lbs. avoirdupois. They are thus divided:

16 Adarmes	make	1 Onca, or Ounce.
8 Oncas	make	1 Marco.
2 Marcos	make	1 Libra.
25 Libras	make	1 Aroba.
4 Arobas	make	1 Quintal.

MEASURES.

The measures are the fanega, the almude, the liquid aroba, and the var. The first of these is the measure used for corn, cocoa, salt, &c. Twelve almudes make a fanega. The liquid aroba contains something more than three English gallons, and the quartillo is nearly equal to our quart. The var is a measure for cloth, &c. and is about 7 per cent. less than the English yard.

IMPORTS.

Since the invasion of Old Spain by the French, and the reconciliation between the English and Spaniards, the trade with these islands has considerably increased; at all times a small traffic was carried on, as will appear from the following

Account of Imports into Teneriffe from England, and Exports from Teneriffe to England; extracted from Accounts submitted to the British Parliament from 1793 *to* 1810; *likewise the Amount of the Customs levied on Canary Wines retained for Home Consumption in Great Britain.*

Years.	Imports into the Islands. £	s.	d.	Exports from the Islands. £	s.	d.	Customs on Wine for Home consumption. £	s.	d.
1793	26,120	10	7	4,369	4	10	1,536	9	1
1794	17,866	7	2	11,404	2	4			
1795	32,773	5	4	15,082	12	2			
1796	16,724	5	5	15,751	14	10	874	19	8
1797				1,671	8	3	143	16	1
1798	23	11	0	28,854	0	9	62	9	11
1799	5	0	0	13,078	9	9			
1800				48,536	18	9	2,299	9	2
1801	4,455	4	6	25,791	3	8	1,549	8	3
1802	60,034	1	10	38,402	16	6	4,126	7	4
1803	52,046	11	7	24,840	17	11	4,617	16	11
1804	34,996	10	11	45,706	7	9	7,046	14	4
1805	6,024	16	1	62,767	16	0	8,437	7	9
1806	33,793	3	2	54,691	16	2	14,783	6	1
1807	14,860	18	5	47,565	6	10	13,157	12	9
1808	110,557	11	6	83,846	12	11	17,078	14	11
1809	137,441	17	2	112,999	13	11	27,516	13	4
Total.	547,723	14	8	635,361	3	4	103,231	5	7

The exports have exceeded the imports in 17 years £87,937 8*s.* 8*d.* on an average £5,172 15*s.* 9*d.* per ann.

The following are the articles of which the Imports from England consisted:

Ale.	Copper.	Ironmongery.	Plated ware.
Blacking & brushes.	Cutlery.	Lead.	Saddlery.
Books.	Earthen ware.	Leather, wrought.	Ship chandlery.
Butter.	Floor cloth.	Looking glasses.	Spices.
Bricks & Tiles.	Glass ware.	Linens.	Steel.
Brandy.	Hats.	Medicines.	Stationery.
Brasiery.	Haberdashery.	Mathematical Inst.	Stuffs.
Cabinet ware.	Hosiery.	Millinery.	Tin ware.
Cheese.	Jewellery.	Oilman's stores.	Turnery.
Cotton goods.	Isinglass.	Painter's colours.	Toys.
Cards.	Iron, in bars	Pewterer's ware.	Watches.
Candles.	Iron hoops.	Perfumery.	Woollens.

EXPORTS.

Wine is the principal produce of the island; the quantity varies from 10 to 15,000 pipes per annum, the better sorts of which are equal to the middling kinds of Madeira wine. Large quantities of it are sent to England, where it generally passes for Madeira. In the year 1809, there were imported and retained for home consumption 1,659 tuns of Canary wine, or gallons 418,068; the customs upon which amounted to £27,516 13*s.* 4*d.* The excise duties are blended with those of other white wines, and are therefore not to be correctly ascertained; but the amount has at all times exceeded that of the customs. The other exports are orchilla weed, rose wood, Spanish dollars, and a few other trifling articles.

A considerable trade is carried on between the Islands Teneriffe, Canaria, and Palma, and the Spanish West Indies, in which no foreigner is permitted to share; it is principally confined to articles of their own produce. The ships are all obliged to unload their homeward cargoes at Teneriffe, which consist of the commodities of ports from whence they came, being chiefly cocoa, logwood, hides, sugar, and Mexico dollars; but cochineal and indigo are prohibited from being landed here; the silver is also limited to 50 dollars per ton, according to the registered tonnage, yet some of the ships import far more than that allowance.

DUTIES.

All goods imported into the Canary Islands, or exported from them, used to pay a duty of 7 per cent. on the rated value; and all American and European goods, which are transported from island to island, pay a like duty, if they have been imported into the islands within a certain limited time, which is about two months. Some alterations have recently been made by the Government respecting the import and export duties.

PORT REGULATIONS.

No person is permitted to land on these islands from any ship, until the master of her produces a bill of health from the port he was last in, or until the crew have been properly examined whether they are free from any infectious distemper; before this is done, no boat, except the pratique, or health, boat dares to come near her. No boats are allowed to land or to go from the shore after sunset.

The following port charges were paid by one of the East India Company's ships which recently anchored in the roads.

Captain of the port's visit	Spanish Dollars 3½
Inquisition	3½
Health office	3½
Waterage and anchorage dues	12
General licence	4

The firing a morning and evening gun in the roads is prohibited.

PROVISIONS AND REFRESHMENTS.

Beef, which is good, is charged at about sixpence per lb. Mutton, pork and goats are procurable. Vegetables and fruits are rather scarce. Fowls of a middling kind cost from half to a whole dollar each. Bread is very indifferent. Fish are plentiful, particularly mackarel, and the water is preferable to what is procured from the other islands; it is charged a Spanish dollar per butt, the boat hire included.

The anchoring ground being in general bad in Santa Cruz Roads, it is advisable, for ships that call at this place in the winter months merely for the purpose of obtaining refreshments, not to come to anchor, but to stand off, and on, sending a boat on shore, to go through the necessary forms with the Governor, and to order the requisite supplies to be put on board. The little additional trouble, and seeming inconvenience of this mode, are sufficiently compensated by the preservation of the cables, the safety of the ship, and the exemption from anxiety. Even in the summer months it is necessary to buoy the cables, and to moor with as little cable as possible.

OROTAVA.

This port lies about 8 leagues to the south-westward of Point Nago, in latitude 28° 25′ North, and longitude 16° 35 West. This is a good port in the summer season, or from the beginning of May to the end of October; but in the winter, ships are often obliged to slip their cables, and put to sea, for fear of being surprised with a north-west wind, which throws in a heavy sea upon this coast; but those winds rarely happen, and commonly give warning beforehand, so that ships have time to get away.

No boat will go from hence to a ship in the offing until she approaches within a mile of the shore, when the pratique boat puts a pilot on board, who brings her into the road, which is about a mile to the westward of the town, where shipping lay moored in 40 or 50 fathoms water. The pilot who boards a ship on her arrival, remains until she departs: they are very careful to slip, and put to sea, when they apprehend any danger. It is commonly calm in this road; but there is almost always a long northerly swell, which causes ships to roll very much, and makes it difficult to load a cargo there.

The landing-place is near to the middle of the town, where is a small creek or haven among the rocks. There large boats load wines, and carry them off to the ships in the roads with great dispatch.

Port Orotava is a place of considerable trade, and has much increased since the destruction of Garrachica, one of the principal ports, by an earthquake in 1704. It contains some good private buildings, two churches, two convents of Friars, and two of Nuns. At each end of the town is a black sandy bay: along the northernmost is a low stone wall, built to prevent an enemy from landing; at the other bay is a small fort or castle, for the same purpose; and between them, at the landing-place, a battery of a few cannon: but the surf that breaks continually on the shore, is a better defence than a large army. Port Orotava is plentifully supplied with good water, which is conveyed to it from a rivulet at a great distance in open wooden spouts, or troughs, and is brought off to shipping in the country boats.

PALMA.

This island is about 17 leagues from the west end of Teneriffe. It is uncommonly high land; its north point is in latitude 28° 51 North, and longitude 17° 48 West. The chief port is that of Santa Cruz, on the S. E. side of the island. The mark by which it is to be found, is, when approaching to the east side of the island, it will appear shaped like a saddle. Steer so as to fall in a little to windward of the middle of the saddle, till within a mile of the land; then run along shore to the southward, till you perceive the town close by the shore, and the shipping in the roads. The town is in latitude 28° 38 North, and longitude 17° 58 West. The road is within a musket-shot of the shore, in 15 to 20 fathoms, but is exposed to easterly winds; it is considered more secure than any at Canaria or Teneriffe, though in the winter season there is a heavy surf, which prevents boats from going off or landing for several days together.

Santa Cruz is a large town, containing two parish churches, several convents of Friars and Nuns, with many neat private buildings, though not so good and large as those of the city of Palmas in Canaria, or of the towns of Teneriffe. A mole is built here at a considerable expence, near which is a castle or battery mounted with a few cannon to defend the shipping in the bay, and to prevent an enemy from landing. In the middle of the town, near the great church, is a fountain filled by a rivulet, which plentifully supplies the inhabitants with good water. Palma exports to Teneriffe, sugar, almonds, sweetmeats, plank, pitch, raw silk, and orchilla weed, and receives in return West Indian and European goods. Santa Cruz is the only town of note on the island.

The produce here is much the same as that of Canaria. The east side of the island produces good wines of a different taste and flavour from those of Teneriffe. The dry wine is small-bodied, and of a yellow colour. The Malvasia is not so luscious or strong as that of Teneriffe; but when it is about 3 years old, has the flavour of a rich and ripe pine-apple: but these wines are very difficult of preservation when exported, as they often turn sour. In this and the neighbouring island pitch is extracted in great quantities from the pitch-pine.

PROVISIONS AND REFRESHMENTS

Are much the same as at Grand Canaria and Teneriffe. The natives have plenty of sugar, and make excellent conserves, which form an article of trade to the other islands, and to some parts of the Indies.

GOMERA.

This island is about 6 leagues S. W. from Teneriffe, in latitude 28° 5 North, and longitude 17° 20 West. The principal town, called St. Sebastian's, or La Villa de la Palma, is situated close by the sea shore, in the bottom of a bay, on the S. E. side of the island, where shipping lay landlocked from all winds, except S. E. Here you may moor at a convenient distance from the shore, from 7 to 15 fathoms; but as the land wind frequently blows hard, it is necessary for a ship to moor with a large scope of cable, otherwise she will be in danger of being blown out of the bay. The sea here is generally so smooth, that boats may land on the beach without danger. When boats cannot land on account of the surf, they put ashore at a small cove, on the north side of the bay, from whence there is a footpath along the face of the cliff to the town; but it is so narrow, that two persons cannot walk abreast. Near the end of this road is a gate, which is always shut after sunset, or when it turns dark, and then no man can pass that way. At the cove, ships of any burthen may heave down, clean, and repair, hauling close to the shore, which is a high and perpendicular cliff; on the top is a battery, with several pieces of cannon for the defence of the port. The town commences a short distance from the beach, the principal street of which runs straight inland. It has a church and convent, with about 150 private houses; most of them are but mean and small. It is well supplied with good water drawn from wells in several parts of it. The best place for a ship to lay, is where a full view may be had through the main street of the town, and at about a cable's length from the beach.

HIERRO, or FERRO,

Is the westernmost of the Canaries; its north point is in latitude 27° 50′ North, and longitude 17° 50′ West. It is 15 leagues in circumference, and 5 in breadth. There is no considerable town on the island; the port or anchoring place is an open road, and but little frequented, except by small vessels.

Water is extremely scarce on this island. It produces wine, which being poor, weak, and bad, is distilled into brandy: this with orchilla weed, and a few small cattle, are the principal exports to Teneriffe; for which they receive in return various European and other commodities.

ORCHILLA WEED

Grows upon the rocks on the sea coast of the Canary Islands, the Cape de Verds, and Madeira; but the best sort, and the greatest quantity, are found on the Canary Islands. It is an ingredient used in dying, and very valuable. It grows out of the pores of stones or rocks to about the length of three inches, is of a round form, and of the thickness of common sewing twine. Its colour is grey, inclining to white; here and there on the stalk are found white spots, or scabs; many stalks proceed from one root, at some distance from which they divide into branches. There is no earth or mould to be perceived on the rock or stone where it grows. Those who do not know this weed, or are not accustomed to gather it, would hardly be able to find it; for it is of such a colour, and grows in such a direction, that it appears at first sight to be merely the shade of the rock. It produces a beautiful purple dye, and is much used for brightening and enlivening other colours. The best sort is that of the darkest colour, and of an exactly round form; and the more it abounds in scabs, the more valuable. It is found on some of the islands of the Mediterranean, and it is probable that it grows on some of those in the Eastern Seas. The prices of the different sorts greatly vary in the London market, *viz.*

First sort from the Canary Islands, from .	£230 to	£250 per ton.
Second ditto	110 to	130 ditto.
Cape de Verd Islands	130 to	150 ditto.
Madeira	80 to	100 ditto.

The permanent duty on orchilla weed is 10s. 6d. and the temporary or war duty, 3s. 6d. per cwt.

ROSE WOOD.

This wood grows on the Canary Islands, and in some parts of the East Indies. It is externally of a whitish colour, but internally of a deep yellow with a cast of red. These colours are sometimes varied. In the most perfect specimens, the external part is pale, and nearest the heart is darker. In these it also appears, that this wood is cut from a knotty tree with an irregular grain, having several convolutions, in the midst of which are clusters of circular fibres, including a fine fragrant resin. Rose Wood has a slightly bitterish, somewhat pungent balsamic taste, and a fragrant smell, especially when scraped or rubbed, resembling roses. It should be chosen sound, heavy, of the deepest colour, and in the largest pieces that can be procured, of the most irregular knotty grain, and well filled with resinous fibres. The small, light coloured, and large shivered pieces should be rejected.

CHAPTER III.

Cape de Verd Islands.

Their Number—Sal—Bonavista—Mayo—St. Jago; Description—Porto Praya; Naval Action there—Imports and Exports—Cloths manufactured—Provisions and Refreshments—Fogo—Brava—St. Nicholas—St. Lucia—St. Vincent—St. Antonio.

These islands, which take their name from Cape de Verd, the nearest point of the coast of Africa, consist of Sal, or Salt Island; Bonavista, Mayo, St. Jago, Fogo, Brava, St. Nicholas, St. Lucia, St. Vincent, and St. Antonio, besides several small islets.

SAL.

This island is about 16 miles long, and 6 or 7 broad. It is high, and has a peak on it, which may be seen in clear weather at a considerable distance. The N. W. part of the island is in latitude 16° 50′ N. and longitude 22° 55′ W. On the west side are three bays, the principal of which is Mordera Bay, and is one of the best in the Cape de Verd Islands. This island is uninhabited.

BONAVISTA.

The north end of this island is in latitude 16° 15′ N. and longitude 22° 52′ West, and is very uneven. No fresh water is to be had here. The principal road, named English Road, is on the N. W. side of the island, where merchantmen load salt. On a reef of rocks near the S. E. point, the Hartwell East Indiaman was lost, May 24, 1787; on the 19th April, 1806, the Lady Burgess, another of the Company's ships, was lost on a reef near the same place, and several ships in the fleet narrowly escaped the same fate.

MAYO.

This island is about 15 leagues to the southward of Bonavista. Under its S. W. point is the road named English Road, where merchant vessels anchor. This island is remarkable for its salt, which is collected by the natives for sale, and is much frequented for this article, more particularly by the Americans. The anchorage is rocky and dangerous. The town is a wretched place, and the surrounding country has scarcely a vestige of vegetation upon its surface. It is governed by a black man, subject to St. Jago. The inhabitants apparently live in great misery. Live stock and a few limes are to be had. The water is scarce, and very indifferent. The cotton plant grows in the interior; likewise the silk cotton tree.

ST. JAGO.

This island is very high, and the largest and most considerable of the group. Its principal road is on the S. E. side, called Porto Praya, or Praya Bay, in latitude 14° 55′ N. and longitude 23° 30′ W. The

town of Ribiera Grande, situated on the south side of the island, was formerly the residence of the Governor, and of course the chief place in it. It contains a large church, and a convent of Franciscans, in which are twenty-four Monks. A castle commands the town, which some time back contained some good houses, built of a kind of Portland stone; but both castle and town are now in a state of ruin, and present nothing but the greatest decay. Scarcely is an European to be seen in either: a few miserable creatures alone inhabit those buildings, in which formerly resided some respectable Portuguese families.

Porto Praya, situated about seven miles to the N.E. of Ribiera Grande, at the S. E. extremity of the island, is now the residence of the Portuguese Governor, to whom the whole of the Cape de Verd Islands are subject. It contains a church; except which building and the gaol, it does not possess another above the description of a hut; even the habitation of the Governor is but one of a better appearance. These huts are built in widely detached rows, and the market is held in the most spacious of these divisions. The harbour is defended by a battery of 16 guns, placed on a cliff at the bottom of the bay; but the carriages are in so bad a state, as hardly to bear the shock of firing a salute. The best anchorage is with the fort bearing N.W. about one mile distant.

Porto Praya is celebrated for the engagement which took place between Monsieur Suffrein and Commodore Johnson, on the 16th of April, 1781, in which the East Indiamen behaved with uncommon bravery. This bay is occasionally visited by outward bound ships, for the purpose of procuring refreshments.

IMPORTS AND EXPORTS

Are very trifling: the former consist of a few necessaries; the latter of some coarse cotton goods, manufactured for the slave market, and mules, of which they have an excellent breed; numbers of them are annually sent to the West Indies.

Cotton is grown here sufficient for the cloths they manufacture for their trade to the Continent of Africa. The following are the kinds made; the first of which is in the greatest demand, and the rest in the order of the numbers. Their prices on the island are,

1 Pano de agulha, all cotton	2,500 reas.
2 Pano quadroda, all cotton	2,000
3 Pano da ley, all cotton	1,000
4 Pano de sio de laa, cotton and worsted . .	4 to 5,000
5 Pano de retros, cotton and silk	6 to 12,000
6 Pano de vestir	3,000

A duty is levied on imports amounting to about 10 per cent.

PROVISIONS AND REFRESHMENTS.

The privilege of selling cattle to shipping, and European goods to the inhabitants, is vested in a Company; but in all other articles the natives are allowed to traffic. Cattle must be paid for in Spanish dollars; but the other refreshments are procured better for old clothes, black in particular, than for dollars. The prices are:

Bullocks, weighing from 3 to 4 cwt. each	16 to 20 Spanish dollars
Goats, but indifferent	3 to 4 ditto
Hogs, small and poor	2 to 4 ditto
Turkeys, which are very large and good .	1 dollar each.
Fowls, very indifferent	2 ditto per dozen.

Of fruits they have oranges, guavas, cocoa-nuts, limes, plantains, pine-apples, and tamarinds. Vegetables are rather scarce, particularly in dry seasons; notwithstanding, a few cabbages, pumpkins, yams, and sweet potatoes are always to be procured. Indian corn is plentiful, and the principal food of the natives.

The water is in general very good. The cistern which supplies the ships, is at the bottom of the hill on which the fort is built, about a quarter of a mile from the beach. As there is generally some surf upon the beach, boats should lie at their grapnels, and the casks of water be hoisted into them, after being filled at the cistern, rolled down, and floated through the surf. It is recommended to send on shore a pump, to place in the well, by which ships will be sooner watered, than if drawn up in the common way by buckets. Some planks carried on shore, will be useful to place under the casks in rolling them down, where the ground is stony, or uneven, or where it is soft sand, which is often the case.

FOGO.

This is the highest of the Cape de Verd Islands, and has an immense volcano, which burns continually, and may sometimes be seen upwards of 30 leagues' distance. On the western side is a small town, off which vessels may anchor in 10 fathoms, and where a few provisions may be procured, if required. The latitude of the peak is 14° 56′ N. and longitude 14° 22′ West.

BRAVA.

This island is about 6 leagues to the westward of Fogo. Its southern side is in latitude 14° 51′ N. and longitude 25° 42′ West. It has but few inhabitants, and these are blacks; but the most hospitable and harmless people in the islands. Brava produces plenty of salt, some corn, live stock, and fish.

ST. NICHOLAS

Is about 10 miles long, three broad, and high and mountainous. Its east end is in latitude 16° 25′ N. and longitude about 24° 10′ West. There are two good bays, one on the S. W. and the other on the N. W. side of the island. The first is called Preguica Bay, and is about 7 miles from the East end. At this place there is good landing, and plenty of water may be had in fine weather from a pond supplied by the mountains; but no other refreshments. The other bay is 4 leagues from the S. W. end, and called St. George's Bay. Here every article of refreshment, except good water, may be procured, and at no other place on the island. About four miles from the bay is a town, where the Bishop resides. Vessels of different nations frequently touch here, to procure cattle, hogs, poultry, fruit, and some medicinal plants.

ST. LUCIA

Is about 5 leagues long, and one and a half broad. It is uninhabited, but has a number of wild bullocks and goats, which the inhabitants of St. Nicholas and St. Antonio occasionally join in hunting.

ST. VINCENT

Is about 4 leagues to the N. W. of the latter, and has a good bay on its N. W. side. This island is likewise uninhabited, but well stored with wood and water, and there are many wild asses upon it.

ST. ANTONIO,

The northernmost and westernmost of the group, is about 9 leagues long, and 4 broad. There are two remarkable mountains upon it; one of which is higher than the other, and called the sugar-loaf. On the S. E. side is the town of Santa Cruz, situated on a bay, of which the ground is very indifferent. The island produces wine, cotton, indigo, orchilla weed, &c. and has plenty of wood, provisions, and other refreshments. The N. W. point of the island is in latitude 17° 10′ N. and longitude 25° 3′ W.

CHAPTER IV.

South America.

Ports visited by East India Ships in Brazil—St. Salvador; Description—Coins, Weights, and Measures—Imports and Exports—Port Regulations—Provisions and Refreshments—Rio de Janeiro; Description—Coins, Weights, and Measures—Imports from England, and their Amount—Exports to England, and their Amount—State of the Portuguese Trade with the British Settlements in the East Indies—Import and Export Duties—Provisions and Refreshments—Rio de la Plata—Maldonalda; Description—Provisions and Refreshments—Monte Video; Description—Coins, Weights, and Measures—Imports from England—Exports to England—Amount of Imports and Exports—Trade of Spain with South America—Buenos Ayres; Description.

BRAZIL.

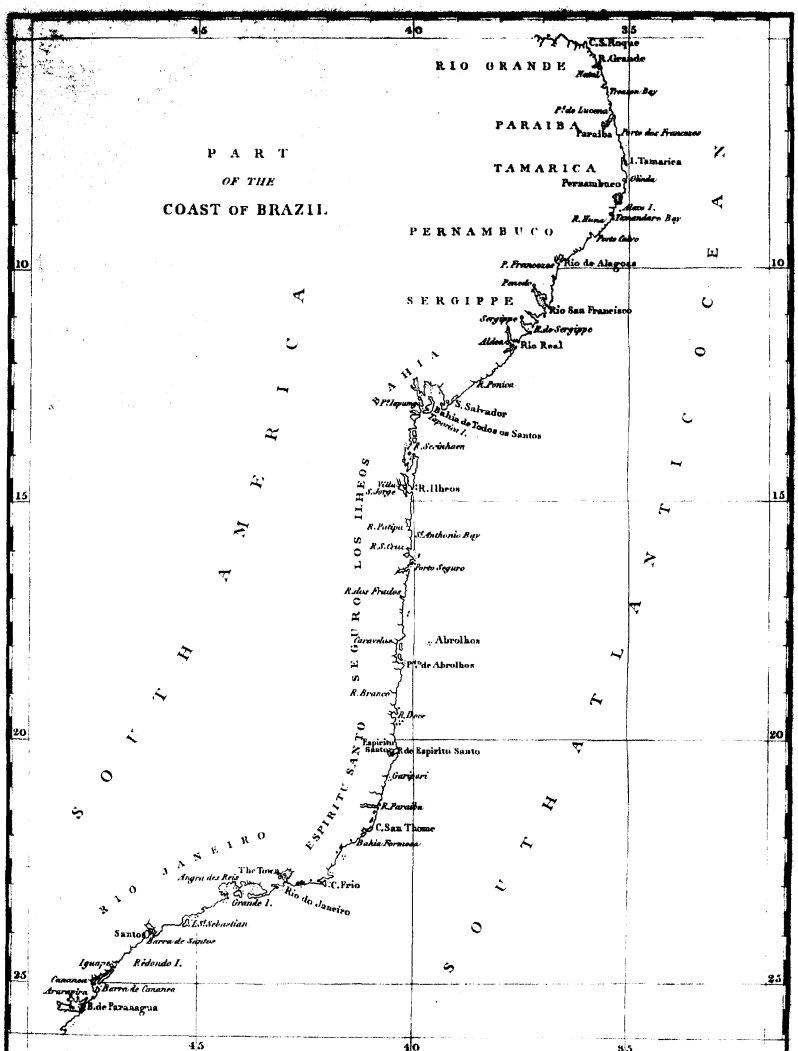
The coast of Brazil contains several good harbours; but St. Salvador and Rio de Janeiro are the most capacious and convenient for large ships, and are the only ports frequented by outward bound East India ships, which stop on this coast for refreshments.

SAINT SALVADOR.

The entrance into the Bay of All Saints, or St. Salvador, is between a large island called Taporica to the westward, and a peninsula, on which the city of St. Salvador is built, to the eastward. The anchorage is abreast of the city in 8 to 12 fathoms, a mile or a mile and a half distant. On the extremity of the peninsula there is a lighthouse to guide ships in the night. The bay is large and commodious, and capable of containing a great number of ships, where they ride secure from all winds.

The city is on the right hand side of the bay, in latitude 12° 46′ South, and longitude 38° 40′ West; it was the capital of the whole of Brazil, until the seat of Government was removed to Rio de Janeiro. It is divided into the upper and lower town, the former being built on the summit of a steep hill; and the latter, which consists chiefly of a single street, running parallel to the beach, is situated at the bottom of the hill. They are connected by three streets, which run slantwise up the eminence, as it would be impossible to go right up. In the lower town all the merchants and people of business reside. The houses are in general large, but by no means handsome or commodious. In the middle of the town is situated the great square: its four sides are occupied by the Governor's Palace, the Mint, and other public buildings. The churches are numerous, and many of them large and handsome structures. The streets are in general confined and narrow, badly paved, and very dirty.

Saint Salvador is defended by a number of forts and batteries, the principal of which is Fort de Mar. It stands on a small rocky bank of the inner bay, about three-quarters of a mile from the shore, and is mounted with very heavy cannon. It is employed as a magazine for shipping; and all vessels, except men of war, are obliged to land their powder on arriving in the bay. The Dock-yard is defended by the battery of St. Philip; and on the inhabited part of the beach are several batteries, mounted with cannon of different sizes. On the land side, St. Salvador is defended by several extensive fortifications in good repair. The city is computed to contain 100,000 inhabitants; of which 30,000 are whites, about the same number mulattoes, and the remainder negroes.


PART
OF THE
COAST OF BRAZIL.
RIO GRANDE
PARAIBA
TAMARICA
PERNAMBUCO
SERGIPPE
BAHIA
ESPIRITU SANTO
RIO JANEIRO
SOUTH AMERICA
SOUTH ATLANTIC OCEAN
C.S.Roque
R.Grande
Natal
Treason Bay
Pt de Lucena
Paraiba
Port des Francois
I.Tamarica
Olinda
Pernambuco
Mans I.
R.Bonas
Tamandare Bay
Porto Calvo
P. Francois
Rio de Alagoas
Penedo
Rio San Francisco
Sergipe
R.de Sergipe
Aldea
Rio Real
R.Pereica
Pt Piaguy
S. Salvador
Bahia de Todos os Santos
Tinharen I.
P.Seregipe
Villa S.Jorge
R.Ilheos
R.Petipi
St.Anthonio Bay
R.S.Cruz
Porto Seguro
R.das Frades
Tarawdas
Abrolhos
Pt de Abrolhos
R.Branco
R.Doce
Espiritu Santo
R.de Espiritu Santo
Guarapari
R.Paraiba
C.San Thome
Bahia Formosa
The Tow
Angra des Reis
C.Frio
Grande I.
Rio de Janeiro
St.Sebastian
Santos
Barra de Santos
Iguape
Ridondo I.
Cananea
Barra de Cananea
Arara
R.de Paranagua
45
40
35
10
15
20
25

In the lower town, near the beach, stand the custom-house and wharfs; likewise the royal dock-yard, the arsenal, the marine store-house, magazines, &c. which are large, well filled with naval stores, and kept in excellent order. Adjoining to the public buildings, a residence has been erected for the Intendant, or Port Commander.

The dock-yard admits but one ship of the line to be built at a time. At a place called Tagapippe, a short distance from the city, are several private yards, in which ships of all dimensions are built, and with much greater dispatch than in the royal yard. The ships are handsome, and well modelled; and the timber extremely well calculated for ship-building. The labour of workmen, and other articles for the equipment and repair of ships, are cheaper here than at Rio de Janeiro. Large quantities of timber, prepared for building, used to be sent to Portugal in the men of war that came out as convoy to the Brazil fleets. By the treaty recently concluded with the Portuguese Government, the English have the privilege of causing timber, for the purpose of building ships of war, to be purchased and cut down, together with permission for ships of war to be built, equipped, or repaired within the ports and harbours in the Portuguese dominions; which privileges are not to be granted to any other nation.

Saint Salvador is miserably provided with accommodations for strangers. An inn is unknown, and those who wish for a temporary residence on shore, are obliged to take the whole or part of a house, and furnish it; which is attended with much inconvenience, and considerable expence.

The regulations respecting salutes here are, to foreign men of war, the same number is returned; to an Admiral of their own nation, an equal number; two less to a Commodore, and four less to a Captain of their own ships of war; to foreign merchant ships four guns less, and to their own trading ships no answer is given.

The coast of Brazil was discovered by Peter de Cabral in 1500, when on a voyage to the East Indies; he took possession of it in the name of the King of Portugal, and sent one of his fleet to Lisbon to announce the discovery. For many years the Portuguese only used it as a place for condemned criminals; however, in 1549, the King appointed a Governor, who shortly after built St. Salvador, and fortified it. In 1581, the Crown of Portugal devolving to the King of Spain, he became possessed of Brazil. In 1624, the Dutch being at war with Spain, attacked and took St. Salvador, and acquired immense plunder; they were driven out from thence in 1626. In 1630, they attacked and took Pernambuco, and many other places on the coast, doing immense mischief to their enemies: it is stated that in thirteen years, from 1624 to 1637, they took 545 vessels, which, with their cargoes, sold for seven millions and a half sterling. In 1654, the Portuguese succeeded in expelling the Dutch; since which period they have remained in undisturbed possession.

COINS, WEIGHTS, AND MEASURES

Are similar to those enumerated at Rio de Janeiro, to which St. Salvador is subordinate.

IMPORTS AND EXPORTS.

Previous to the removal of the seat of Government, the trade with the mother country employed a great number of ships, many of them upwards of 1,000 tons burthen. From Europe the imports are similar to those enumerated at Rio de Janeiro. The merchants here import their own slaves from the coast of Africa, who are said to cost on an average upwards of £30 per head, and are obtained in exchange for tobacco, spirits, piece-goods, beads, &c. which are carried from hence.

The coasting trade is very considerable, and the vessels employed are numerous. A contraband trade with the Spanish settlements to the southward, used to be carried on to a great extent; their returns were Spanish dollars, dried beef, hides, &c. Cotton is one of the most considerable articles of export; it is received from the neighbouring places, deposited in warehouses appropriated to the purpose, where it is sorted, weighed, and made up into bales for exportation; the other articles are sugar, tobacco, drugs, &c.

Amount of Goods imported into, and exported from the Bay of All Saints, in the Years 1798 to 1810 inclusive, extracted from the Correio Braziliense.

IMPORTS.

Years.	Ships.	Value.
1798	291	3,170,741,059
1799	315	3,616,429,715
1800	298	2,845,249,750
1801	309	3,391,390,485
1802	272	3,946,192,350
1803	325	3,582,596,260
1804	306	3,353,620,425
1805	381	3,157,457,780
1806	420	3,601,198,365
1807	360	2,994,250,280
1808	364	2,347,947,960
1809	439	4,285,546,556
1810	453	3,978,955,900
Total	4,533	Reas 43,371,576,885

EXPORTS.

Years.	Ships.	Value.
1798	280	3,114,457,360
1799	328	5,315,484,430
1800	268	3,514,394,770
1801	283	4,423,086,200
1802	232	3,066,698,225
1803	262	3,384,250,625
1804	276	3,481,693,595
1805	351	3,942,873,005
1806	388	3,647,850,189
1807	353	3,499,384,240
1808	285	1,418,338,025
1809	380	2,817,079,270
1810	396	3,329,232,410
Total	4,132	Reas 43,954,732,344

The exports exceeded the imports during the above period 583,155,459 reas.

The Imports in 1810, consisted of

	Reas.
European commodities . . .	1,775,030,480
Goods the produce of Portugal .	87,890,280
Privileged manufactures . . .	127,594,840
Produce of India	148,478,700
Produce of Coast da Mina . . .	743,181,600
Ditto of Rio Grande . . .	1,096,780,000
Total . . . . Reas	3,978,955,900

The Exports in 1810, were to

	Reas.
To Portugal and other parts in Portuguese Ships	1,513,925,700
In English Ships	1,004,081,980
To ports in Africa	305,849,400
To Rio Grande	493,600,000
To Goa.	11,775,330
Total . . . . Reas	3,329,232,410

The produce of India imported in 1810 consisted of

Baftas	1102 pieces . .	2,644,800
Buzio	5125 libras . .	512,500
Cassas	560 varas . .	280,000
Cadia Balagate	45,42 pieces . .	45,412,000
Cadia Surat	4,318 ditto . .	12,954,000
Chilas	468 ditto . .	1,555,900
Chitas da Bamao . . .	320 ditto . .	384,300
Dimitins	82 ditto . .	287,000
Ermetins	112 ditto . .	280,000
Gangas	35,107 ditto . .	35,107,000
Garraz	7,735 ditto . .	24,752,000
Jolas	380 ditto . .	950,000
Lencos	1,5368 . .	4,092,000
Linlas Surat	12,440 pieces . .	16,172,000
Louca	. .	1,302,400
Mamodiz	185 pieces . .	3,700,000
Morins	100 ditto . .	380,000
Procolos	363 ditto . .	363,000
Sanas	992 ditto . .	700,000
Total	Reas	148,478,700

PORT REGULATIONS.

On the arrival of any merchant vessel in the bay, custom-house officers are sent on board to prevent contraband trade; men of war, and King's packets are exempted. The charges are very heavy; but it is expected that some alteration will take place. They are as follow, *viz.*

Pilotage, at entrance, and departure	7,000 reas
For entrance into, and departure from the port	4,000
Anchorage per day	2,000
Harbour-master per day	1,000
Present to linguist on departure	2,000 reas
Six custom-house guards, at 3 patacaos each per day, eating at their own cost, while on board	5,760
Guard de mor of tobacco	3,200
Ditto of Alsandego, or custom-house	1,280

making a first expence of 17,480 reas, and an additional daily one of 8,760 reas.

The charges made for caulking, if people are procured from the shore for that purpose, are

Master workman, per day	Reas 1,200
First Assistant working high up 800; when low down	1,400
Second ditto . . . ditto . . . 500 . . . ditto	1,000

PROVISIONS AND REFRESHMENTS.

All business relative to a ship must be done by application to the Intendant of the port; and then there is considerable difficulty in obtaining even a necessary supply of refreshments. A list of whatever is required, must be given in writing the day before, at one o'clock. On fast days they will not grant any supplies. The price paid for bullocks, which are intolerably bad, are 12,000 reas each. Poultry is more reasonable. There is a market held in the lower town, where fruits of various kinds are procured, *viz.* plantains, oranges, lemons, guavas, tamarinds, &c. Vegetables, such as yams, peas, cabbages, and cucumbers, are in abundance; and the bay produces fish in great variety.

A charge of 400 reas is made for Coolies driving bullocks, &c. and on the departure of a ship, the under linguist, who attends the wharf, expects a present.

RIO DE JANEIRO,

Called also St. Sebastian, is at present the capital of Brazil, and became the residence of the royal family of Portugal, upon their emigration from Lisbon, on the French invasion. The entrance of the harbour, one of the finest in the world, is situated about 22 leagues from Cape Frio, which is in latitude 23° 1 S. and longitude 41° 50′ W and may be known by a remarkable hill in the form of a sugar-loaf, at the West point of the bay. The entrance of the harbour is not very wide, but the sea breeze, which blows every day from 10 to 12 o'clock till sunset, enables ships to go in before the wind, and it grows wider as the town is approached; so that abreast of it, there is room for the largest fleet. The entrance is defended by the Castle or Fort of Santa Cruz, which is very strong, mounting near 60 pieces of heavy cannon, and by a small fortified island, nearly abreast of it, called St. Lucia; between these is the channel. Before a ship attempts to enter the harbour, it will be necessary to send a boat, with an officer, to the Fort of Santa Cruz, from whence he is conducted to the city, to give information of the ship's arrival, the occasion of her stopping, &c. The ship's colours should also be hoisted early, unless the pratique boat be already on board. A vessel, even of the Portuguese nation, attempting to pass the fort, will be hailed, and compelled to anchor, until permission be granted for passing into the harbour. Every particular of the ship, her condition, force, destination, and wants, are required to be declared under the signature of the Captain; after which, every indulgence and assistance are readily promised to be given; but the ship's crew are not suffered to land at any place, except at the stairs opposite the palace; and a military

officer, or soldier, generally attends every person from on board, and while he remains on shore. Guard boats also surround the ship, to prevent landing, except when, and where permitted. These regulations are still more rigidly enforced with regard to merchant ships, than men of war; and all persons are obliged to repair on board their ships at sunset.

The City of St. Sebastian is situated on the West side of the river, about 4 miles from the entrance, on a projecting point of land. It is about one mile and a half long, and about three quarters broad. On the promontory is a strong and regular fortification, which completely commands the town and anchorage; opposite this point is the Isla de Cobras, or Snake Island; on the highest part of which, stands the citadel, about 80 feet above the level of the sea. The island is upwards of 300 yards long; it slants at the inner end to about 8 feet; round every side of it, and close to, ships of the greatest draught of water may lie in perfect security. On this island, a commodious dock-yard has been erected, with magazines and naval storehouses, and a wharf for heaving down and repairing ships.

On landing, the first object is a handsome square, surrounded on three of its sides with buildings, and the fourth open to the water; along this side is erected a noble stone quay, with flights of steps at each extremity, and in the centre, which is the common landing place; and near it is a quadrangular obelisk, which supplies a stream of good water, for the use of the lower part of the town, and of the shipping in the harbour. One side of the square is entirely occupied by the palace, a long plain building; contiguous to which, and nearly adjoining each other, are the opera-house, prison, and mint: the palace, the obelisk, and pier are all built with hewn blocks of granite; some of the houses are of hewn stone, and others of brick, mostly covered with slate, and furnished with balconies; the streets are generally straight, well paved, and have excellent footpaths, and most of them are terminated by a church. The shops are numerous, and well stocked with European and Asiatic commodities.

COINS.

Accounts are kept in milreas and reas, 1000 reas making a milrea. They separate the milreas from the reas thus—166,208, which is, 166 milreas, 208 reas.

The gold monies current, and the weight, are as follow. The sterling value is estimated at the British standard of £3 17 10½ per ounce.

COINS.	No of Reas.	WEIGHT Oz. dis. grs.	Sterling value. £ s. d.	Current value. £ s. d.
Gold piece	25,600	1 16 12	7 2 1	7 4 0
5 Moidore piece, or Dobrao	24,000	1 14 12	6 14 5	6 15 0
Doubloon, or 2 Joanese	12,800	0 18 6	3 11 0½	3 12 0
½ Dobrao	12,000	0 17 6	3 7 1½	3 7 6
¼ Doubloon or Joanese	6,400	0 9 5	1 15 10	1 16 0
Moidore	4,800	0 6 22	1 6 11	1 7 0
⅛ Doubloon or ½ Joanese	3,200	0 4 15	0 17 11¼	0 18 0
Gold piece . ⅛ Joanese	1,600	0 2 6	0 8 8½	0 9 0
⅛ Moidore	1,200	0 1 16¼	0 6 6¼	0 6 9
Testoon	800	0 1 8	0 4 6	0 4 6
Crusado	480	0 0 15	0 2 5	0 2 6

SILVER COINS.

The following are the current silver coins, with their weights, and sterling value estimated at the British standard price of 5s. 2d. per ounce.

COINS.	No of Reas.	WEIGHT Oz. dis. grs.	Sterling value.
Patacao or Sello	640	0 11 12	0 2 9½
Crusado	480	0 9 9	0 2 3½
½ Patacao	320	0 5 18	0 1 5

COINS.	No. of Reas.	WEIGHT. Oz. dts grs.	Sterling value
¼ Crusado, or 12 Vintem piece	240	0 4 16	0 1 2
½ Patacao, 8 ditto	160	0 2 21	0 0 8½
6 Vintem piece	120	0 2 4½	0 0 6½
4 ditto	80	0 1 13	0 0 4½
3 ditto	60	0 1 2½	0 0 3½

The Spanish dollar passes current here; when received by the Portuguese from a foreigner, it is seldom taken for more than 720 to 750 reas, but when paid by them, is estimated at 800 reas.

The Portuguese silver coins are in general 7 to 9 dwts. worse than British standard.

COPPER COINS

Are the piece of 20 reas, or 1 vintem, and the half and quarter vintem in proportion; most of the Portuguese coins have on one side the arms of Portugal, and on the other an armillary sphere.

WEIGHTS

Are about 1 per cent. heavier than avoirdupois; 98 lbs. 80 dec. being equal to 100lbs. avoirdupois, and are thus divided:

2 Drams	make	1 Octave.
8 Octaves	make	1 Ounce.
16 Ounces	make	1 Pound.
32 Pounds	make	1 Aroba.
4 Arobas	make	1 Quintal.
13½ Quintals	make	1 Ton.

The ounce is divided into octaves, scruples, and grains. Diamonds are weighed by carats of 4 grains; the Portuguese ounce is 139⅜ such carats, each carat equal to $3\frac{7}{16}$ grains, English troy.

MEASURES.

The long measures are the Covada and Vara; the latter is 5 spans, and the Covada, three; the span is near 9 inches, so that the Covada is about 27 inches English.

The measure for corn, salt, and other dry commodities, is thus divided:

2 Outavas	make	1 Quarto.
2 Quartos	make	1 Meyo.
2 Meyos	make	1 Alquiere.
4 Alquieres	make	1 Fanega.

The Alquiere measures 817 cubic inches, and 50 Alquieres make 19 English bushels.

The liquid measure is thus divided:

4 Quartillos	make	1 Canada.
12 Canadas	make	1 Almude.
18 Almudes	make	1 Baril.
26 Almudes	make	1 Pipa.
2 Pipas	make	1 Tonelada.

The Almude is reckoned equal to 4½ English gallons.

IMPORTS.

Since the departure of the Prince Regent and Court from Portugal to Brazil, the consumption of British commodities has much increased. The greater part of the trade may now be considered as vested in England. The articles of imports are as follow:

Ale.	Cordage.	Looking glasses.	Pepper.
Anchors & grapnels.	Carpeting.	Lead.	Piece goods, India.
Beads.	Cinnamon.	Lace, gold & silver.	Rum shrub.
Blacking & brushes.	Cloves.	Musical instruments	Saddlery.
Books & pamphlets.	Drugs.	Mathematical inst.	Ship chandlery.
Boots and shoes.	Earthern ware.	Millinery.	Shot of all sizes.
Buttons.	Gin, Hollands.	Mace.	Shooting tackle.
Brandy.	Garden seeds.	Nutmegs.	Soap.
Cabinet ware.	Guns and pistols.	Nails of all sorts.	Steel.
Cotton goods.	Gunpowder.	Oilman's stores.	Stationary.
Canvas.	Glass ware.	Pipes, Tobacco.	Silk goods.
Cards.	Hats.	Painter's colours.	Tin ware.
Cloths & casimeres.	Haberdashery.	Pictures.	Toys.
Copper.	Hosiery.	Perfumery.	Tea.
Corks.	Jewellery.	Plate.	Watches.
Cutlery.	Iron.	Plated ware.	Window glass.
Confectionary.	Ironmongery.	Porter.	Wines, of sorts.

The following is a Statement of the official Value of Goods exported from London to Brazil, from Papers laid before the House of Commons.

1806	£4,527 3 11
1807	22,412 18 10
1808	2,551,658 16 8
1809	3,251,623 11 6
Total . . .	£5,830,222 10 10

The accounts for the year 1810 are not yet made up at the custom house; but the demand for British goods is said to be increasing.

EXPORTS.

The following are the principal articles produced in Brazil, and sent from Rio de Janeiro to Europe; the prices vary according to the demand.

Bark Peruvian . .	1,700 to 1,800 Reas per lb.	Indigo, 1st quality .	500 to 556 Reas per lb.
Coffee, fine . . .	3,000 to 3,200 per Aroba.	Ditto, inferior . .	according to quality.
Ditto, inferior . .	according to quality.	Ipecacuanha . . .	450 to 500 Reas per lb.
Cotton, Capitania .	4,000 to 4,200 per Aroba.	Nutree skins . . .	1,400 to 1,500 per dozen.
Ditto, Mino new .	6,200 to 6400 ditto.	Rice	6,000 Reas per 6 Aroba.
Ditto, inferior . .	according to quality.	Sugar, fine . . .	1,400 to 1,420 Reas per do.
Diamonds . . .	according to size and purity.	Ditto, inferior . .	according to quality.
Gold	about 16 to 1.	Tobacco	ditto
Horse hides . . .	660 to 680.	Tallow	2,800 Reas per Aroba

The following is a Statement of the official Value of Imports into England from Brazil, from Papers laid before the House of Commons.

1806	£1,792 16 7
1807	140 19 2
1808	434,647 9 8
1809	1,436,761 16 3
Total . .	£1,873,343 1 8

The imports into Brazil in four years have exceeded the exports £3,956,879 9*s.* 2*d.* being on an average £989,219 17*s.* 3*d.* per annum.

TRADE BETWEEN PORTUGAL AND THE EAST INDIES.

The greater part of the trade which used to be carried on between Portugal and the British settlements in the East Indies, being now removed to Rio de Janeiro, the following statement will shew the extent of it, and the benefit derived from the quantity of silver thrown into British India.

IMPORTS INTO BRITISH INDIA.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	5,92,339	14,56,697	20,49,036
1803	4,57,895	33,89,330	38,47,225
1804	5,29,253	23,18,968	28,48,221
1805	6,46,979	26,48,736	32,95,715
1806	9,14,173	24,18,144	33,32,857
Total.	31,41,179	122,31,875	153,73,054

EXPORTS FROM BRITISH INDIA.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	28,93,744	——	28,93,744
1803	29,97,851	——	29,97,851
1804	29,96,955	——	29,96,955
1805	19,58,269	——	19,58,269
1806	19,43,635	——	9,43,635
Total.	127,90,454	——	127,90,454

Value of merchandise imported into the British settlements in India in five years, 1802 to 1806 inclusive, from Lisbon . . . Sicca Rupees 31,41,179

Ditto, exported from India to Lisbon in the same period 127,90,454

The exports exceeded the imports 96,49,275

Treasure imported into India during the same period (none being exported) 122,31,875

Balance *in favour* of the British settlements in five years . Sicca Rupees 218,81,750

Being in the following proportions to the different Presidencies:

Bengal . . . . . Sicca Rupees	155,56,859
Madras and its dependencies . . .	29,31,273
Bombay and Surat	33,93,018
Total	218,81,150

Which on an average of five years, reckoning the Sicca Rupee at 2*s.* 6*d.* sterling, is £558,786 per annum in favour of British India.

Of the amount of exports from India in 1805, it appears that Sicca Rupees 16,24,663 was in piece goods; and it also appears that the demand for India piece goods in Brazil and Spanish America has since the above period much increased.

IMPORT AND EXPORT DUTIES.

A treaty has recently been concluded with the Portuguese Government, by which the duty is settled at 15 per cent. *ad valorem*, subject to certain conditions.

PROVISIONS AND REFRESHMENTS.

The following articles are procured here:

Bullocks 12 Spanish dollars each. These are small, and in general very poor.

Sheep and hogs are bad and dear, and are seldom purchased for sea stores.

Goats—some excellent ones are to be procured, but at very high prices.

Turkeys—large and good, at about ¼ moidore each.

Fowls and capons very fine and large, may be got in plenty, from 2s. 6d. to 3s. each.

Muscovy Ducks, large ones, which prove in a short time excellent stock, at about 3s. each.

Yams and cabbages, very fine and of a large size, and fruits, oranges, &c. in abundance.

The spirits manufactured here, are very indifferent, and should not be purchased for ships' stores if it can possibly be avoided Common wines are to be got very cheap; and unless great care is taken, the seamen who go on shore on duty, generally return intoxicated.

Water is filled from the aqueduct pipes, which are led down to the quay. It is advisable to hire a country boat, which will hold about 30 butts. If you water with your own long boat, no charge is made; and on application at the palace, one of the cocks which supply the town, is sometimes granted, for the sake of dispatch.

Washing is very dear, and there is much difficulty in getting your clothes back again.

RIO DE LA PLATA,

Or River Plate, has been recently brought into notice by the success of a small expedition, under the command of Sir Home Popham and General Beresford, from the Cape of Good Hope, which took Buenos Ayres from the Spaniards in 1806. The capture of this city, with so small a force as these commanders had brought against it, excited much triumph in the British dominions; and although an act unauthorized on the part of Government, yet it appeared inclined to take advantage of this unexpected conquest, to open a new channel for the manufactures of the country. Great expectations were held out by Sir Home Popham's dispatches; and as his knowledge of commercial concerns was held in high estimation, the circular letter he addressed to the merchants, encouraged speculation to an extent that, in the end, caused the ruin of hundreds, and great embarrassment to the mercantile world in general. An expedition was fitted out from England, to retain the possession so easily acquired; but before their arrival, the Spaniards had succeeded in reconquering the settlement, and sent the garrison prisoners into the interior. On the arrival of the expedition, they attacked and took Monte Video by storm; but failed in an attack upon Buenos Ayres, the result of which was, a treaty between the English and the Spaniards, dated July 7, 1807, by which the former agreed to evacuate Monte Video in the course of two months, which was accordingly done. Thus terminated this disastrous expedition, from which too much had been expected by the British nation.

The principal places of which the English obtained a temporary possession in the River, were Buenos Ayres, the capital of the province, Monte Video, and Maldonaldo. Some of the East India ships have visited those places; and as it is not improbable that at some future period the ports may be again open, a description of them and the trade may not be unacceptable.

MALDONALDO.

This town is situated on the north side of the River, in latitude 34° 58 South, and longitude about 54 45′ West. The harbour is safe, with good depth of water for ships of any size, and is partly sheltered from

the sea by the island Gorelli at its entrance. The town is pleasantly situated at a short distance from the sea, contains about 200 houses, and 1000 inhabitants; the houses are low and mean, and have each a small garden attached to them. A new church has recently been erected in the Spanish style of architecture. The leading mark for entering the harbour is the island Lobos, so called from the multitude of sea-wolves that infest it. The harbour is defended by batteries on the beach, and by a strong fortification on the island Gorelli, which mounts twenty 24 pounders.

PROVISIONS AND REFRESHMENTS.

Bullocks are in plenty, and good: they may be procured at a Spanish dollar each. Of fruits, oranges, lemons, nectarines, peaches, figs, &c. may be had in abundance.

MONTE VIDEO

Is in latitude 34° 53′ South, and longitude 56° 1′ West; it is about 22 leagues to the westward of Maldonaldo, is elevated about 450 feet above the sea, having a building on its summit. The harbour, where ships moor in 2¼ and 3 fathoms water, is on the east side of the mount; and the town of Monte Video, so called from the mount, is on the east side of the harbour. The town is built on a rocky peninsula, fortified all round, more particularly on the land side, where a strong fort has been recently added, which is a regular work, with bastions, and a ditch: the only entrance is within the town over a drawbridge. There are two entrances into the town from the country, one on each side of the citadel or fort. The only landing place is within the harbour, at a stone pier. The cathedral is a large brick building, with two lofty square towers, and a cupola, and is placed in the western face of an open square, near the citadel. There is a second church belonging to the Dominicans, the only order of Monks in the town. The streets are laid out at right angles, of about 100 feet in each face, and occupied with brick houses, having flat roofs, and parapets of 4 feet in height surrounding them; the windows are grated with iron, a precaution necessary in a climate where too much air cannot be admitted, and where also a great number of the inhabitants subsist by depredations on their neighbours.

COINS, WEIGHTS, AND MEASURES.

Accounts are kept in pesos of 8 reals, subdivided into 16 parts, and also into 34 Maravedis. The gold coins are doubloons of 8 escudos, with halves and quarters in the same proportion. The silver coins are dollars, or pesos, Mexicanos of 8 reals, with halves and quarters, eighths (or reals), and sixteenths in the same proportion.

The quintal is divided into 4 arobas of 25 lbs. each; the pound into 2 marks, or 16 ounces; the ounce into 8 drams, 16 adarmes, or 576 grains Merchants commonly reckon 100 lbs. equal to 102 lbs. avoirdupois, but the exact proportion is 123 to 125.

The Spanish foot is 11¼ English inches; it is divided into 12 pulgadas, each 12 lines. The fanega is a measure for corn, &c. containing 12 celemins: and 5 fanegas, one English quarter.

IMPORTS.

The desire of embarking in the trade to South America, on the receipt of Sir Home Popham's circular letter, was so general, that the amount of goods shipped from England, was considerable. Liverpool, Bristol, Hull, and Glasgow were anxious to participate in the trade, the result of which, as has been before stated, was extremely disastrous. At the period the expedition sailed from Monte Video to attack Buenos Ayres a second time, there were near 40 merchantmen in the roads, many of considerable burthen, laden with European and other goods for sale. The articles of which their cargoes consisted, were—

Ale.	Cider.	Lead.	Plate.
Beads.	Earthen ware.	Looking glasses.	Porter.
Books.	Enamelled ware.	Laces.	Pewterer's ware.
Boots and Shoes.	Feathers.	Mace.	Piece goods, India.
Buckles.	Fishing tackle.	Musical instruments	Saddlery.
Blankets.	Garden seeds.	Mathematical ditto.	Ship chandlery.
Buttons.	Guns and pistols.	Medicines.	Sauces.
Cabinet ware.	Gloves.	Millinery.	Shot.
Cheese.	Gunpowder.	Nankeen cloth.	Shooting tackle.
Cotton goods.	Glass ware.	Nails.	Soap.
Canvas.	Gold thread.	Nutmegs.	Spectacles.
Cards.	Hams.	Oil.	Snuff boxes.
Cloths.	Hats.	Parasols.	Swords.
Copper sheet.	Haberdashery.	Painter's colours.	Stationary.
Ditto bolt.	Hosiery.	Perry.	Silk goods.
Ditto nails.	Jewellery.	Pickles.	Tin ware.
Cutlery.	Irish linens.	Pictures.	Toys.
Cloves.	Iron in bars.	Perfumery.	Tin plates.
Cinnamon.	Ironmongery.	Pepper.	Watches.
Carpeting.	Kitchen furniture.	Plated ware.	Woollens of all sorts.

On the agreement for evacuating Monte Video, endeavours were made to open the port of Buenos Ayres for the merchants then in the River; but it was strongly resisted, on the ground of its being contrary to the laws of Spain for the government of her American Colonies; in consequence of which, some of the ships proceeded to the Cape of Good Hope, others to Brazil, and some to the West Indies, to endeavour to dispose of their cargoes, which in many cases were ill calculated for either of these markets.

EXPORTS.

The returns made to Europe for the goods sold here, were hides, tallow, skins, and a few small articles; the remainder was in specie.

The following is an official Statement of the Value of the Exports from, and Imports into, Great Britain from the Rio de la Plata, from papers submitted to Parliament.

Years.	Exp. from England.			Imp. to England.		
	£	s.	d.	£	s.	d.
1806	892,344	0	2	121,685	18	8
1807	209,051	10	11	113,626	3	11
1808	58,356	12	2	253,245	15	10
1809	116,949	4	8	122,189	11	9
Total.	1,276,701	7	11	610,747	10	2

The amount of imports into the Rio de la Plata from Great Britain in four years exceeded the exports £665,953 17*s.* 9*d.* being on an average £166,488 9*s.* 5*d.* per annum.

PROVISIONS AND REFRESHMENTS

The market is very excellent; it abounds with every species of meat and poultry, and is supplied from the river with a great variety of fish. Beef is very fine; bullocks are a Spanish dollar each, and sheep half a dollar each. Vegetables and fruits are cheap, and very abundant.

BUENOS AYRES,

The capital of the Viceroyalty of Paraguay, is situated on the south side of the Rio de la Plata; it is bounded on the east side by a small river, over which is a wooden bridge: the northern and western sides are bounded with gardens and orange groves, enclosed with strong hedges of the aloe and prickly pear.

In the centre of the town, on the face next the river, stands the castle, a square work, flanked with small bastions; the walls are about 15 feet high; it has a ditch on the face next the town only, over which is a drawbridge. In this fortress is the residence of the Governor, and it is likewise occupied with other spacious buildings. The great square, called by the Spaniards, La Plaza, separates the castle from the town, the south face of which contains a large church with a lofty dome and parapet. The streets are at right angles, and the houses in this neighbourhood are lofty, and surrounded with parapets above 4 feet high. At the N. W. angle of the town, and close to the river, is another extensive opening, called La Plaza del Tauros, in which is erected El Retiro, the amphitheatre for the exhibition of bull-fights. In the neighbourhood, and towards the river, are other large buildings of brick, serving as the chief depot for the military stores and ordnance of Buenos Ayres. Various roads and streets lead into the Plaza del Tauros, but all at right angles with each other. To the eastward of the great square, and one street above it, is another open space, where are barracks, and nearly opposite those, the church and monastery of St Domingo, the principal one in Buenos Ayres except the cathedral. A very extensive building, which had been originally intended as a royal hospital, and called Residentia, is situated at the east end of the town, over which are scattered other churches and squares of inferior note. Many of the public buildings are of white stone, which is found in a small plain in the vicinity of the town. The length of the city is nearly two miles, and its breadth about one, and it has a handsome appearance from the river.

The river is very shallow. No vessel of any burthen can approach nearer than 8 or 10 miles; goods are therefore conveyed to land in small craft, which are built long, narrow, and high, yet so constructed as to draw but little water.

Buenos Ayres derives its great wealth from being the intermediate depot for the valuable metals which are forwarded through it to Spain, as well as for the merchandise of the latter, for the use of most of her colonies on the south side of the equator.

The trade between Spain and the various parts of South America was, previous to the rupture between that power and England, considerable. The following account of the imports and exports from Spain to South America in 1788, is extracted from Bourgoigne's Account of Spain.

Exports—Value of Spanish produce, reduced to sterling	£3,930,576 1 0
Value of foreign produce	3,562,357 4 0
Total of exports from Spain	£ 7,493,933 5 0
Imports—Value of colonial imports	22,667,320 9 0
Imports exceeded the exports	£15,173,387 4 0

The duties collected on the imports and exports in 1788, amounted to £1,386,423 14*s*.; since that period, it appears that the trade has considerably increased; but the extent of it cannot easily be ascertained.

It is difficult to state the exact quantity of gold and silver drawn by Spain from the mines in her American colonies, as part of the metals is converted into current coin, and a part is also sent under the form of ingots, either clandestinely or legally, to the mother country. From authentic registers transmitted by the Governors of the different provinces, it appears that, from January 1 to December 31, 1790, there were coined in the royal mints of—

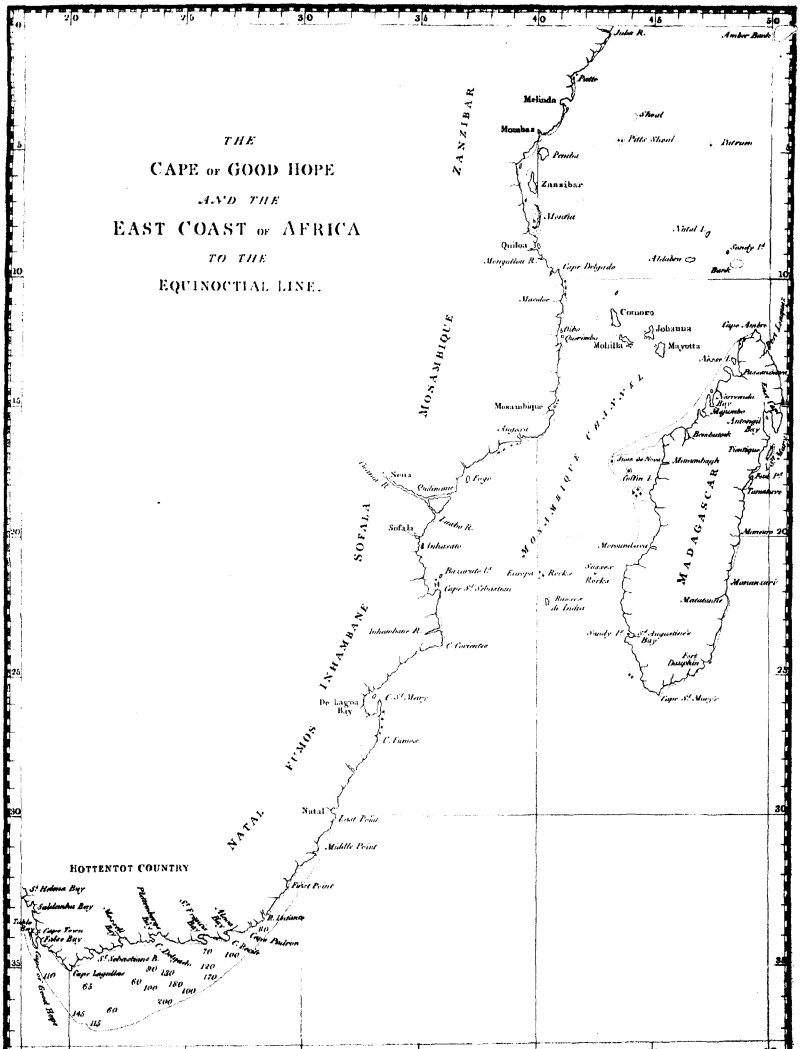
Mexico . .	628,044 Dollars in gold, and	17,435,644	in silver.	Total	18,063,688 dollars
Lima . . .	821,168 . . ditto . . .	4,341,071	. ditto . . .		5,162,239 ditto
Potosi . . .	299,846 . . ditto . . .	3,988,176	. ditto . . .		4,288,022 ditto
Saint Jago .	721,754 . . ditto . . .	146,132	. ditto . . .		867,886 ditto
	2,470,812 in gold, and in silver	25,911,023	forming a Total		28,381,835 ditto

If to the above sums are added the gold and silver fabricated into various utensils for churches, convents, and private persons, and the sums clandestinely exported by the merchants, without being coined, to avoid the King's duties, which are heavy, we may venture to estimate the annual produce of the mines at £9,000,000.

The most moderate of the Spanish writers fix at 9,000 millions of piastres, or dollars, the sums which Spain received from America during the 248 years that followed its conquest, up to 1740. The mine of Potosi alone, during the first 90 years of its being worked, produced 395,619,000 piastres; and since the above period, from the improvements made in metallurgy and mining, its produce is supposed to have considerably increased.

The recent visit of the English may probably tend to bring British manufactures more into use, from the cheapness with which they were procured, as the Spaniards always set a high value upon every article from England. It is, however, to be apprehended that the conduct of tradesmen in packing up many goods which had been laying for years in their shops, and these not answering to the samples by which they were sold to the country dealers, may make the Spaniards more cautious in purchasing goods in future without a careful inspection of them.

From the unsettled state of the province, trade is very dull, subject to many risks, and the wants of the Government induce them frequently to raise the duties. At present their demands are principally supplied from Rio de Janeiro.


THE
CAPE OF GOOD HOPE
AND THE
EAST COAST OF AFRICA
TO THE
EQUINOCTIAL LINE.
ZANZIBAR
MOSAMBIQUE
SOFALA
INHAMBANE
FUMOS
NATAL
HOTTENTOT COUNTRY
MOZAMBIQUE CHANNEL
MADAGASCAR
Juba R.
Amber Bank
Pate
Melinda
Mombas
Pemba
Zanzibar
Monfia
Quiloa
Mongallon R.
Cape Delgado
Mazoire
Comoro
Johanna
Mohilla
Mayotta
Cape Amber
Mosambique
Sofala
Inhassate
Cape St. Sebastian
Inhambane R.
C. Corrientes
De Lagoa Bay
C. St. Mary
C. Fumose
Natal
East Point
Middle Point
Point Penon
St. Helena Bay
Table Bay
Cape Town
False Bay
Cape Lagullas
Cape Padron
Natal Bay
Port Dauphin
Cape St. Mary

CHAPTER V.

Cape of Good Hope.

Limits of the Colony—When first visited by Europeans—When taken by the English—Saldanha Bay; Description—Capture of two Dutch Fleets in the Bay—Provisions and Refreshments—Table Bay—Cape Town; Description—Coins, Weights, and Measures—Table of Specie current in the Colony—European Articles suitable to the Cape Market—Imports from India—Surat Piece-goods—Madras Piece-goods—Bengal Piece-goods—Other Articles of Bengal Produce—Batavia Produce—Articles of Export—Official Value of Imports and Exports—Cape Wines—Import and Export Duties—Port Regulations—Hire of Waggons and Horses—Provisions and Refreshments—False Bay—Loss of the Colebrooke East Indiaman—Simon's Town; Description—Imports and Exports—Provisions and Refreshments—Mossell Bay; Description—Provisions and Refreshments—Plettenberg's Bay; Description—Coins, &c.—Imports and Exports—Provisions and Refreshments—Algoa, or Zwartkop's Bay; Description—Imports and Exports—Provisions and Refreshments—Loss of the Doddington East Indiaman

CAPE OF GOOD HOPE.

THIS Colony is at the southern extremity of Africa, extending above 500 miles in length from West to East, and about 315 from North to South. It extends on the western side of the Peninsula to the latitude of 29° 50′ South, and on the eastern side to Great Fish River, or Rio d'Infanta, in latitude 33° 25′ South, and longitude about 27° 37′ East.

The southern extremity of Africa, which is in latitude 34° 27′ South, and longitude 18° 13′ East, was discovered by the Portuguese navigator, Bartholomew Diaz, in 1493, who gave it the name of Cabo Tormentoso, or the Cape of Storms, from the boisterous weather which he met with near it; but Emanuel, King of Portugal, on the return of Diaz, changed its name to that of the Cape of Good Hope, from the hope he entertained of finding beyond it a passage to India. This hope was fulfilled by Vasco de Gama, who having doubled this Cape on the 14th of November, 1497, proceeded to India, and landed at Calicut, on the 22d of May, 1498. The Portuguese, however, made no settlement on this part of Africa, nearer to the Cape, than the banks of the Rio d'Infanta, or Great Fish River. In 1600, the Dutch first visited it; but for many years only touched at it in their voyages to and from the East Indies, to supply themselves with water and fresh provisions. In 1620, Captain Shillinge, who commanded the outward-bound East India fleet, stopped at Saldanha Bay, and by a proclamation, dated July 23, 1620, took possession of the bay, and the adjacent country, in the name of the King of England, on the condition expressed in the Company's charter, that no other European power had at this time claimed a right to that part of the coast of Africa: reserving to His Majesty by proclamation, the right of assuming the sovereignty of those districts, under any title which he might be pleased to adopt. By this act, the right of the crown of England to the Cape of Good Hope was established by actual possession, many years prior to the period when the

Dutch took possession of it; but the civil wars in England prevented measures being adopted to form a colony at the Cape, and the prior rights of the crown were neglected. In 1650, Van Riebeck, a surgeon of one of their ships, pointed out to the Directors of the Dutch East India Company, the great advantages which would be derived from establishing a settlement at this place. The Company adopted his plan, and sent out four ships under his command, to commence the settlement he had advised. With some presents of brass, toys, beads, tobacco, and brandy, he purchased of the natives permission to build a fort, and form a settlement in their country; and from that time the Cape remained in the undisturbed possession of the Dutch, during the space of nearly 150 years, till it surrendered by capitulation to the British arms, under General Alured Clarke, and Admiral Sir George Keith Elphinstone, on the 16th September, 1795. It was, however, restored by the treaty of Amiens, and evacuated by the British on the 21st of February, 1803. Again, on the 2d of January, 1806, an expedition under Lieut. General Sir David Baird, and Commodore Sir Home Popham, arrived in Table Bay, where a landing was with but very little difficulty effected, notwithstanding the opposition made by the enemy, who, under the command of General Janssens, were afterwards bold enough to risk a battle in the open field, which took place on the 8th following. The action was of very short duration; nothing could withstand the impetuosity with which the British army charged the enemy, who soon fled in every direction into the interior, leaving the town to its fate. On the 10th, the town having surrendered, the troops took possession of the castle and batteries; and, by the prompt and decisive measures pursued by Lieutenant General Sir David Baird, the Dutch General was forced to agree to a capitulation, by which the whole colony was once more put in possession of the British forces.

The places most frequented by East India shipping, are Saldanha Bay and Table Bay, on the western side, and False Bay, on the eastern side of the peninsula.

SALDANHA BAY

Is an excellent harbour, where any number of ships may lie sheltered from all winds. The entrance is in latitude 33° 7′ South, about 16 leagues N. N. W. of Table Bay, between two small islands. A little farther in is another, which may be passed on either side. On the left side going in, is Hootje's Bay, where the ships from the Cape, and American whalers when in want of repairs, heave down at a natural pier of granite, and have every facility in remedying their defects.

In 1781, Commodore Johnson surprised five Dutch East Indiamen in the bay, and took four of them; the other, called the Middleburg, the most valuable of the fleet, was burnt by the Dutch. In August, 1797, a Dutch squadron, consisting of nine men of war, having troops on board, under Commodore Lucas, sent from Europe to retake the colony, surrendered to the British fleet, under the command of Admiral Sir George Keith Elphinstone, and an army commanded by General Craig, marched from Cape Town.

PROVISIONS AND REFRESHMENTS.

Before you have any communication with the inhabitants in the neighbourhood, it will be necessary to send a boat on shore, to obtain permission from the Resident to land goods, or procure supplies; and at whose house accommodations may be had during a ship's stay in the harbour.

Bullocks are to be procured, but they are poor and dear. Sheep are in plenty, and good. Poultry of various kinds are to be got; likewise fruit and vegetables. Wood is scarce; but the greatest disadvantage here, is the scarcity of good water; no spring in the neighbourhood yielding sufficient for a small squadron in the dry season: during the winter months, when much rain falls, the brackish water about the bay is rendered sweet, and fit for most purposes.

TABLE BAY

Is large, and capable of containing any number of ships; but it is open to the westerly winds, which throw in a heavy swell. The land contiguous to the bay, is remarkable. The highest part, from whence the bay takes its name, is situated directly over Cape Town, at the south side of the bay, and is called the Table Mountain. It is a stupendous mass of naked rock, the north front of which, directly facing the town, is a horizontal line, or very nearly so, of about two miles in length. The bold face that rises almost at right angles to meet this line, has the appearance of the ruined walls of some gigantic fortress; and these walls rise above the level of Table Bay 3,582 feet. The Devil's mountain on one side, and the Lion's Head on the other, make in fact, with the Table, but one mountain; the height of the former is 3,135, and that of the latter 2,160 feet. The Devil's Mountain is broken into irregular points; but the upper part of the Lion's Head is a solid mass of stone, resembling, from some points of view, the dome of St. Paul's placed upon a high conic shaped hill. From these mountains descend several small rivulets, which fall into Table Bay, and False Bay. The proper anchorage is abreast of Cape Town, with the Table Mountain bearing S. W. in 5 to 7 fathoms, about a mile distant from the town.

CAPE TOWN,

The capital of the Colony, and the seat of Government, is pleasantly situated at the head of Table Bay, in latitude 33° 58′ South, and longitude 18° 35′ East, on a sloping plain that rises with an easy ascent to the foot of the Devil's Hill, the Table Mountain, and the Lion's Head, before mentioned. The town consists of about 1,100 houses, built with regularity, and kept in neat order; it is disposed into straight and parallel streets, intersecting each other at right angles. Many of the streets are open and airy, with canals of water running through them, walled in, and planted on each side with trees; others are narrow and ill paved. Three or four squares give an openness to the town. In one is held the public market; another is the common resort of the peasantry with their waggons; and a third, near the shore of the bay, and between the town and the castle, serves as a parade for exercising the troops. The barracks, originally intended for an hospital, for corn magazines, and wine cellars, is a large, well-designed, regular building, which, with its two wings, occupies part of one of the sides of the great square. The Castle, which is a regular pentagon, is said to have been constructed by the famous Coehorn, on his way to India; and is mounted towards the sea with very heavy guns and mortars. There is but one entrance into the body of the fort, which is on the town side. It affords barracks for 1,000 men, lodgings for the officers, magazines for artillery, stores, and ammunition; and most of the public offices of Government are within its walls. The other public buildings are the Stadthouse, situated nearly in the centre of the town; a Lutheran Church, in the easternmost square; and another frequented by Calvinists, at the west end of the town. Between the town and Table Mountain are scattered over the plain, a number of neat houses, surrounded by plantations and gardens: of these, the largest and nearest the town, is that called the Government Gardens, which is near 1,000 yards long, and contains about 40 acres of rich land, divided into squares, well planted, and sheltered from the noon heat of the climate; and they are at all times accessible to decent persons. In these grounds is the Governor's residence. The population of Cape Town is estimated at about 6,000 whites, inclusive of the military, and 12,000 slaves; that of the whole Colony, exclusive of the town, is estimated at only 15,000 whites. There are few inns in the town; but no stranger need be at a loss for accommodation, as most of the families receive strangers into their houses, to board and lodge during their stay. Upon the whole, Cape Town may be considered an excellent place for an outward or homeward East India ship to refresh at, in the fair weather season.

COINS, WEIGHTS, AND MEASURES.

The accounts of the colony are kept in Rix Dollars, Schillings, and Stivers.

2 Stivers 3 Dubbletjees 8 Schillings	make	1 Dubbletjee 1 Schilling 1 Rix Dollar.

The Rix dollar is a paper currency, which rises in value, according to the real or supposed scarcity of cash; the discount varying from 15 to 35 per cent. In all bargains it is necessary to state whether the payments are to be in specie, or in paper money. Bills on England, at a date not exceeding 30 days, are generally considered equal to cash, particularly Government Bills. The following are the rates at which foreign coins pass current.

Table of Specie, as regulated to be current at the Colony of the Cape of Good Hope.

	Schil.	Stiv.	£	s.	d.
Guinea	44	264	1	2	0
Doubloon, 16 Spanish dollars	160	960	4	0	0
Johannes, 8 ditto	80	480	2	0	0
Ducat	19	114	0	9	6
Venetian Sequin	19	114	0	9	6
Gold Mohur	75	450	1	17	6
Pagoda	16	96	0	8	0
Spanish dollar	10	60	0	5	0
Rupee	5	30	0	2	6
English shilling	2	12	0	1	0
Copper coin		2	0	0	2
PAPER MONEY.					
Rix dollar	8	48	0	3	4
Dutch schilling	1	6	0	0	$4\frac{1}{7}$

The English weights and measures are in general use, except for wines; these are sold by the aum and leager, four of the former making one of the latter, which contains from 150 to 152 gallons.

IMPORTS.

The following list of European articles suitable to the market at the Cape of Good Hope, is extracted from orders received from the Colony, since it last came into our possession.

ALE.

20 hogsheads pale ale
10 butts, ditto
12 half chests bottled ale
6 ditto Burton ale

BLACKING AND BRUSHES.

6 gross of blacking cakes
6 ditto balls
3 ditto heel balls
3 gross brushes, assorted
3 ditto painters' brushes
6 ditto white-washers' ditto

BOOKS AND PAMPHLETS.

2 Sets of Novellist's Magazine
2 Sets British Essays
2 Bell's Theatre
2 Hume and Smollett's England
12 Dutch and English Dictionaries
12 dozen Spelling Books
3 Johnson's Dictionaries, 4to.
New Military Publications, £10
Magazines, Reviews, &c. £5
Children's Books, £10
New French Publications £5
New and approved Novels £20

BOOTS AND SHOES.

3 dozen pairs of Hessian boots
2 ditto jockey backstrap ditto
6 ditto gentlemen's walking shoes
3 ditto dress ditto
2 ditto Morocco slippers
3 dozen pair of strong shooting shoes
100 pair of fashionable kid slippers for ladies
100 ditto black dog's skin ditto
100 ditto coloured jean ditto
50 ditto children's shoes, assorted

BRASIERY.

6 dozen mortars with pestles
24 ditto brass cocks, of various sizes
100 gross of curtain rings
6 dozen brass door locks, assorted

CHINTZ, MUSLINS, &c.

30 pieces white jean
20 ditto coloured ditto
60 ditto narrow corded dimities
20 ditto quiltings for waiscoats
5 ditto buff thickset, fine quality
10 ditto drab and olive, ditto
10 ditto corduroys of different sorts
20 ditto clouded Nankeens
100 ditto fine black broad linens
20 ditto bed ticken, fine
50 pieces Scotch cambrics
20 ditto neat printed muslins
10 ditto black Chambray ditto
10 ditto white ditto
20 ditto fine fashionable fancy prints
40 ditto black yard wide cambric handkerchiefs
20 ditto black bombasin
40 dozen white muslin handkerchiefs
2 ditto large counterpanes
3 ditto middle sized ditto

CANVAS

Assorted numbers, 1 to 6, £100
Russia ducks, value £100

CUTLERY AND HARDWARE.

3 gross black wood knives and forks
1 ditto penknives, assorted
1 ditto ladies' scissars, ditto
1 ditto steel snuffers
24 ditto strong seamen's knives
1 ditto sportsmen's knives
6 ditto best table knives
3 ditto ditto desserts, to match
2 dozen best polished concave razors
6 ditto Packwood's razor strops
5,000 assorted fish hooks
3 dozen boot jacks
1 ditto coffee mills
3 ditto rat-traps
6 ditto barber's hones
3 ditto corkscrews, of sorts

CLOTHS, CASIMERES, &c.

20 pieces dark kerseys, at 50*s.* per piece
20 ditto $\frac{4}{4}$ broad cloth, 5*s.* per yard
20 ditto ditto, 6*s.* to 7*s.* ditto
5 ditto superfine dark blue ladies' cloth
2 ditto black ditto
20 ditto Bath coating, $\frac{7}{4}$ broad, dark colours
20 ditto red baize, thick and good, $\frac{4}{4}$ broad
10 ditto white ditto . . . ditto
5 ditto green ditto . . . ditto
10 ditto striped ditto . . . ditto
5 pieces dark blue casimeres, fine
3 ditto black ditto
1000 regular army blankets
30 pieces Scotch camblets
50 ditto Welch flannel, different qualities
50 ditto fine black camblets
50 ditto ditto dark blue ditto
5 ditto superfine scarlet cloth
3 dozen worsted breeches pieces
50 pieces brown camblets, different shades

CONFECTIONARY.

6 half chests, bottled fruits
6 ditto cherry and raspberry brandy
3 dozen 1lb. pots currant jelly
2 ditto ditto raspberry jam
2 dozen bottles, peppermint drops
3 ditto Scotch carraways
1 ditto 3 lb. pots, mince meat
3 ditto brandy fruits

EARTHEN WARE.

8000 small bowls, 5 inches in diameter, yellow
2000 ditto . . 6 ditto
2000 ditto . . 5 ditto, coloured
600 ditto . . 6 ditto
200 larger, of different sizes, cream coloured
100 wash-hand basons, 10 inches in diameter
30 round basons & covers, 6 to 8 inches in diam.
24 oval soup tureens and covers
50 ditto sauce boats, ditto
100 dozen soup plates, $9\frac{1}{2}$ inches in diameter
100 ditto flat ditto . . . ditto
12 ditto dessert ditto
50 salad dishes, 13 inches long
60 butter pots, with dishes and covers
3 dozen egg cups
200 round sugar basons, with covers
100 oval dishes, $11\frac{1}{4}$ inches long
200 ditto . . $12\frac{1}{2}$ ditto
50 ditto . . $13\frac{1}{2}$ ditto
50 ditto . . $14\frac{1}{2}$ ditto
80 ditto, larger, of different sizes
50 oval deep dishes and covers, 11 inches long
50 ditto . . . . . 12 ditto
100 round ditto, no covers, 10 to 12 ditto across
60 dozen white and blue cups and saucers, *viz.*
10 dozen $3\frac{1}{4}$ inches in diameter
30 ditto $4\frac{1}{4}$ ditto
20 ditto, 5 ditto
80 dozen cream coloured ditto
20 dozen $3\frac{1}{4}$ inches in diameter
30 ditto $4\frac{1}{4}$ ditto
30 ditto 5 ditto

GLASS WARE.

50 dozen plain wine glasses
30 ditto cut ditto
24 ditto plain claret ditto
12 ditto cut ditto
24 cut butter pots
2 dozen vase lamps, of sizes
2 ditto hand lanterns
24 plain quart decanters
12 cut fluted ditto
12 plain pint ditto
12 cut fluted ditto
6 dozen ditto tumblers
30 ditto plain ditto
6 dozen each, cut and plain ale glasses

GROCERIES.

10 boxes maccaroni and vermicelli
400lbs. of pearl barley, in small kegs
12lbs. chocolate
3 cwt. starch, in 2 and 4lb. papers
5 cwt. queen's blue
3 ditto Scotch barley, in small kegs

HOUSEHOLD FURNITURE.

3 dozen mahogany chairs, 4 with elbows, black hair seats
2 sofas, to correspond with ditto
2 sets of dining tables
2 mahogany bookcases
6 mahogany tea tables
12 ditto card ditto
12 ditto tea caddies
12 ditto liquor cases
4 ditto wine keepers

HABERDASHERY.

100lbs. white thread, No. 50
100 ditto 60
50 ditto 70
25 ditto 100
100lbs. dark blue thread 10
100 ditto whited brown 10
20 ditto nankeen colour 10
50 ditto red colour . 10
300lbs. pins, assorted, from No. 1 to 9
Velvet binding, assorted for ladies, £100
100 gross shirt buttons
24lbs. assorted sewing silk
3 dozen pieces tape, from ¼ to 1 inch broad
Fine white tape, assorted, £50
Round bobbin, ditto, £30
Flat ditto, £20
50,000 best knitting needles, No. 17 to 30
50,000 iron netting needles
Best Whitechapel needles, No. 1 to 7, £50
12 dozen white patent ladies' gloves
12 ditto black ditto
4 ditto black silk ditto
4 ditto coloured ditto
50 pieces silk and cotton ferret

HATS.

100 coarse hats, each at 3s. 3s. 6d. and 4s.
3 dozen men's fashionable round hats
1 ditto cocked ditto
6 ditto second hats, black
12 Ladies' black beaver hats, trimmed
12 ditto coloured ditto
24 girls' ditto
24 children's black hats, ditto

HOSIERY.

Ladies' fashionable silk hose £100
Gentlemen's ditto 100
Ditto cotton stockings . . 50
Ladies' ditto 50
60 dozen fine white worsted hose
60 ditto mixed blue and white men's cotton ditto
50 ditto pepper and salt ditto
Children's stockings and socks, £30

IRONMONGERY, &c.

50 tons iron, in square and flat bars
5 ditto steel, in faggots
Locks, padlocks, and hinges, £30
Iron hoops for leagers, 2 tons
Files and rasps assorted . £30
Carpenters' and Coopers' tools £50
6 iron chests, middling size
3 tons of nails, of sizes, assorted

LACE, EDGINGS, &c.

3 dozen black lace long veils
2 ditto white ditto
2 ditto black tamboured ditto

Black and white lace and edgings, £50
2 or 3 real black lace cloaks
4 real lace handkerchiefs, 42 inches square

LEAD, LEAD SHOT, &c.

10 cwt. dry white lead, in 1 cwt. kegs
3 tons pig lead, in small pigs
3 ditto sheet lead
10 cwt. lead pipes, small sizes

20 cwt. red lead, in small kegs
40 cwt. patent shot, *viz.*

No.	1	2	3	4	5	6	7	8	9	10
Cwt.	12	12	3	3	3	3	3	3	3	5

LOOKING GLASSES.

3 pair of fashionable glasses, 4 feet high
2 ditto . . . . . 3 ditto
1 ditto . . . . . 5 ditto

1 dozen table dressing glasses
6 ditto pieces of plate glass, 12 by 8 inches
3 ditto . . . . . 8 by 6

MEDICINES.

12 dozen Stoughton's Elixir
100lbs. sal ammoniac, in small parcels
100lbs. sarsaparilla, ditto

50lbs. saffron, in papers of 1lb. each
100lbs. jalap, in small parcels
100lbs. Spanish liquorice, in 5lbs. papers

MATHEMATICAL INSTRUMENTS

6 barometers with thermometers
12 thermometers, half in black cases
6 shagreen cases of instruments

6 pocket compasses, 3 of them silver
2 sextants, best maker, not too large
6 quadrants, ditto

OILMAN'S STORES.

50 Yorkshire hams, small size
3 dozen pine apple cheese
2 ditto Berkeley ditto
36 pounds best Durham mustard, in half pounds
3 dozen pints salad oil
12 ditto fish sauces, assorted

20 quarter cases of pickles
12 kegs tongues, 6 in each
12 ditto pickled salmon
12 ditto herrings
6 dozen French olives, in pint bottles
6 ditto capers, ditto

PAINTERS' COLOURS.

40 kegs, each 28lbs. ground white lead
100 gallons linseed oil, in jars of 4 gallons each
10 cwt. yellow ochre, in half cwt. kegs
1 ditto verdigrease
100lbs. lamp black, in 1 lb. papers
50 ditto ivory black, ditto

50 gallons of turpentine, in small carboys
10 kegs of green paint, each 10lbs.
30 ditto yellow ditto . . 28lbs.
100lbs. patent yellow, in small parcels
12lbs. of Florentine lake
2 tons of chalk

PERFUMERY.

200lbs. best violet hair powder
24 dozen best dressing combs
3 ditto ivory small tooth combs
6 ditto tortoiseshell combs for ladies
6 ditto pints lavender water
2 ditto essence bergamot and lemon
12 dozen Oriental tooth powder
12 ditto Jamaica pomatum
12 ditto shaving boxes
100lbs. best Windsor soap, in squares
2 dozen hair brushes
6 ditto tooth brushes

PLATE, JEWELLERY, &c.

6 fashionable silver tea pots and stands
6 ditto cream ewers, to correspond
6 ditto sugar basons, ditto
12 dozen silver tea spoons
6 ditto dessert ditto
12 ditto table ditto
3 silver mustard pots
Fashionable jewellery, assorted £100
12 plated tea pots and stands
12 ditto milk jugs
12 ditto sugar basons
6 ditto waiters, small size
12 ditto bracket candlesticks
6 ditto table ditto
3 pairs plated curry dishes and covers
6 fashionable plated cruet frames

PEWTERER'S WARE.

36 dozen pewter plates, usual size
36 ditto soup ditto
6 dozen dishes, assorted in sizes
6 tea pots, of sizes
6 coffee pots
2 soup ladles
6 pewter bowls, smallest size 3 pints
2 dozen hot water plates
12 pewter soup tureens
12 wash-hand basons and guglets
36 dozen table spoons
24 ditto tea spoons
6 small tea kettles
12 Britannia metal castors, with glasses
12 ditto teapots, with stands
12 pair ditto fancy candlesticks

STATIONARY.

50 reams superfine foolscap paper
30 ditto demy
18 ditto medium
5 ditto royal
20 ditto thick 4to. post, part gilt and black
20 ditto thin ditto
20 ditto 8vo. post, gilt and plain
5 ditto blotting
20 ditto printing demy
1 ditto wove elephant
2 sets account books, demy size
4 gross best Mogul cards, in 2 boxes
2 gross Harry ditto
12 mahogany writing desks
100lbs. black sealing wax
100lbs. red ditto
12 dozen black ink powders
6 ditto red ditto
12 ditto red tapes, different breadths
5,000 large clarified quills, not yellow
100 tin boxes of mixed wafers
50 pieces fashionable paper hangings, with borders

SADDLERY.

12 plain neat hunting saddles, complete
12 plated curb bridles
12 snaffle bridles, plated bits
24 pair plated spurs, with leathers
12 surcingles
3 ladies' saddles, complete
6 sets headstalls and reins
12 ditto girths and surcingles
2 sets of gig harness, complete
12 dozen curry combs and brushes
12 ditto mane combs and spunges
3 ditto water brushes
1 ditto pairs white girths
6 pair stirrup leathers, with plated stirrups, &c.
Whips assorted £10
3 dozen horse pickers
6 jockey caps
Spare articles of saddlery £10

SHIP CHANDLERY.

100lbs. sewing twine, assorted
200 lbs. 3-thread twine for nets
20 coils 4 inch rope
30 ditto 3 ditto
30 ditto 2¼ ditto
20 ditto 2 ditto
20 ditto 1¼ ditto
20 coils, each 6, 9, and 12 thread ratline
20 barrels pitch
30 ditto tar
6 dozen each marline and houseline
6 ditto loglines
2 ditto deep sea lines
12 pieces bunting, each red, blue, and white
12 copper pumps for ship's use
6 large speaking trumpets
12 smaller ditto
1 dozen middle size grindstones
1 dozen half hour glasses
200lbs. glue in square pieces

TIN WARE, &c.

40 boxes tin plates, each box 225 plates
100 single tea kettles, 1 to 4 quarts each
40 double ditto, ditto
20 dozen iron tinned table spoons
6 ditto green painted dust pans
2 ditto night candlesticks
12 japanned dressing cases, different sizes
36 ditto sugar boxes and covers
24 fashionable bread baskets
24 ditto tea trays
36 ditto small waiters
6 four quart bronzed tea urns

WINDOW GLASS.

1000 panes 8-inches by 6-inches, free from specks
2000 ditto 7 . . . 9 ditto ditto
2000 ditto 8 . . . 10 ditto ditto
500 panes 10 inches by 12, free from specks
500 ditto 12 . . . 15 ditto
500 ditto 14 . . . 16 ditto

WINES, LIQUORS, &c.

24 dozen best Port wine, in half chests
12 ditto claret in ditto
12 ditto old hock in ditto
6 dozen Irish whiskey
12 ditto cider, in half chests
12 ditto perry in ditto

GLOVES.

12 dozen white patent ladies' gloves
12 ditto black ditto
12 ditto black and white silk ditto
4 ditto coloured silk ditto
12 dozen gentlemen's wash leather gloves
12 ditto ladies' leather habits
12 ditto ditto Limerick kid, &c. mostly long
3 ditto best Cavalry gloves

SUNDRIES.

100 gross best long wine corks
40 pairs of bellows, small sizes
24lbs. wax candles, 5 to a pound
24 ditto sperm, ditto
200lbs. boiled horse hair
5 dozen coffee mills
100 gross Dutch pipes, 4 dozen in a box
Toys assorted, mostly tin, £50
24 gross best gilt coat buttons
12 ditto jacket ditto
6 ditto breast ditto
2 large organs, with spare barrels, &c.

An Account of the official Value of Imports from, and Exports to England, together with the Revenue derived therefrom, taken from Papers submitted to Parliament.

Years.	IMPORTS FROM ENGLAND.									EXPORTS TO ENGLAND.			DUTIES COLLECTED IN ENGLAND ON								
	British Merchandise.			Foreign Merchandise.			Total.						Imports from the Cape.			Exports to the Cape.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1797	82,871	7	6	4,759	1	0	87,630	8	6	7,778	3	11	2,376	0	10	399	13	3	2,775	14	1
1798	163,913	16	3	6,708	8	0	170,621	16	11	1,473	10	6	52	1	2	496	9	2	548	10	4
1799	377,035	11	6	9,196	15	0	286,232	6	6	35,680	3	0	3,331	2	0	103	3	0	3,434	5	0
1800	60,340	3	0	8,735	16	11	69,075	19	11	14,274	10	0	1,028	5	3	57	2	10	1,085	8	1
1801	69,378	17	2	7,934	11	2	77,313	8	4	7,237	14	2	2,403	3	8	188	12	6	2,591	16	2
1802	16,689	17	6	254	18	10	16,944	16	4	12,334	13	10	1,872	8	5	103	6	10	1,975	15	3
1803	—			—			—			6,379	17	9	2,793	9	10	—			2,793	9	10
1804	—			—			—			227	14	4	291	9	2	—			291	9	2
1805	—			—			—			5	12	6	7	13	9	—			7	13	9
1806	180,537	6	6	9,251	8	4	189,788	14	10	—			—			7,210	8	6	7,210	8	6
1807	88,384	18	7	7,568	18	3	95,971	16	10	5,703	13	10	2,205	7	7	3,372	1	10	5,577	8	5
1808	245,602	13	7	10,367	5	0	255,969	18	7	17,444	17	2	7,186	19	2	6,682	12	4	13,869	11	6
1809	311,816	0	8	10,352	6	3	332,168	6	11	5,796	11	10	2,371	10	0	8,650	1	7	11,021	11	7

	£	s.	d.
Amount of imports in 13 years	1,581,717	13	8
Ditto of exports ditto	114,337	2	10
The imports exceeded the exports . . .	£1,467,387	10	10

Being on an average £112,876 per annum.

The accounts for 1810 are not yet made up at the custom-house; but the export of British commodities has considerably exceeded that of any former period.

IMPORTS FROM INDIA.

Large quantities of Piece Goods manufactured at Surat, on the Coromandel Coast, and at Bengal, were annually imported by individuals in the ships of the East India Company, or in country vessels under their sanction; but at present the Company reserves this trade to itself.

List of Surat Goods suitable to the Cape Market.

SURAT NAMES.	Dimensions in Cubits.	Prime cost in Rupees.
500 Neganepauts	18 by 1	100 to 105
1,000 Major Niccannees; these answer to Cuddalore Hospital ginghams; should be thick and strong	18 by 1	120 to 130
3,000 Blue Byrampauts, of Surat manufacture only, very full colour and thick; if this cannot be procured, the blue cloth of Madras or Bengal will not do	18 by 1	80 to 85
1,000 blue Saloopauts, very thick and close wove; if not to be so got, none to be sent	17 by 1	60 to 65
500 Niccannees Major	14 by 1	120 to 130
500 ditto, a little better	14 by 1	125 to 135
300 large tapseils	14 by 1	80 to 85
300 ditto different stripe and fine	14 by 1	95 to 100
500 blue Bejautapauts; these answer exactly to the Cuddalore cambays	18 by 1	85 to 90
500 red Bejautapauts	18 by 1	90 to 95
500 blue Chelloes	18 by 1	80 to 85
N.B. 500 Shirts to be made of this kind.		
500 blue chelloes	18 by 1	85 to 90
500 red chelloes	18 by 1	110 to 115
500 Phofalia check	18 by 1	100 to 105
1,000 Lungee mugrub	18 by 1	115 to 125
500 Chalias. A stuff used by the Malays and Telingas for trowsers; to have no border, if possible	4½ by 1	
2,000 blue shirts of the lowest price dyed cloth, stitched with white thread, not to exceed each		1 to 1¼

In the above goods, the quality need not be fine; the chief recommendation is, as they are for the clothing of slaves, a strong, rather coarse thread, and very close thick texture.

These articles are extremely difficult to be procured at Surat, but nearly all of them may be imitated and made at Bernagore, near Calcutta, or at Cuddalore, on the Coast of Coromandel; and at rates nearly the same as at Surat, by advancing money to the weavers, and allowing them three months time, which is by far the preferable mode of procuring the above description of goods.

List of Madras and Coast Piece Goods suitable to the Cape Market.

PUNJUM CLOTH.

Punjum is a kind of cloth, of a peculiar strong texture, manufactured in the Northern Circars, on the Coast of Coromandel. A punjum is the mark of quality, and consists of 120 threads, and increases by 2 punjums; the lowest is 10 in the breadth, the coarsest made, and called No. 10 Punjum, from which it increases by 2, and the finer the threads, the greater number of punjums are contained in the breadth, up to 40, the finest of this sort of cloth made. The numbers are 10, 12, 14, 16, 18, 20, and so up to 40.

This kind of cloth in the lower numbers, has been lately imitated with success in the Baramhaul country; but is made up in pieces, only about half the length of the Circar cloth, and called Salempores.

The under-mentioned goods to be the Company's size, if possible; but if not to be procured, the private cloth, and to have as little congee as possible, and be put up perfectly dry; for if damp, they will rot.

400 pieces, bleached punjums . .	No. 14 . . .	50	Pagodas per corge.
400 ditto . ditto	22 . . .	70	ditto
400 ditto . ditto	24 . . .	80	ditto
400 ditto . ditto	30 . . .	120	ditto
1000 ditto brown Punjums	14 . . .	50	ditto
2000 ditto cut in half pieces	14 . . .	25	ditto

300 pieces Dungaree of a good quality, rather fine, and bleached for towels.

In the purchasing punjum cloth, of the bleached kind, none to be lower than No. 14, and of the brown, none finer than that number, and cut into half pieces. The private cloths answer the market, but the Company's being wider and longer, are preferred; yet they do not yield a difference of price, proportioned to the increased cost in India.

TINNEVELLY, OR MADURA GOODS.

100 Aunniketchies, a kind of long cloth	4	Pagodas a piece
100 ditto . . . ditto	5	ditto
100 ditto . . . ditto	6	ditto
200 Puttonketchies, white	1½	ditto
100 Cattaketchies	1	ditto

These cloths being made of a hard long grained cotton, are of an even regular texture, and resemble Europe linen more than any of the Indian cloths; and in point of comfort in a warm climate, and durability, are preferable to the Circar long cloths, which are made from a very short grained soft cotton, and are very apt to rend in washing, and when in use; yet they are cheaper by at least 30 per cent. than the northern long cloths, and for the Europe market they would certainly answer well.

MAUSULIPATUM GOODS.

100 Pieces of fine Handkerchiefs, white ground, purple check,	2	Pagodas each
100 ditto, blue and red check	2	ditto
100 ditto, white ground, light blue and narrow red check .	2	ditto
100 ditto, ditto, red and dark blue check	2	ditto
100 ditto, ditto, red check	2	ditto
100 ditto, dark red grounds with half white narrow stripes, and no white spaces in the corners	2	ditto
100 ditto, red ground, with a yellowish unbleached red check	2	ditto
1300 ditto coarse handkerchiefs, very dark red grounds, with narrow white stripes, and no white spaces in the corner	1¼	ditto

List of Bengal Piece Goods suitable to the Cape Market.

4000	Beerboom Gurrahs, the best and thickest,	36 by 2¼,	at 5	Rupees each
300	Mamoodies, Mow kind, if possible .	36 by 2 a 2¼,	at 5	ditto
1000	Emerties	23 & 24 by 2,	at 4	ditto
500	Allahabad Sannoes	40 by 2½,	at 5	ditto
500	ditto Cossaes	40 by 2¼,	at 5	ditto
500	Tandah Cossaes	40 by 2½,	at 5	ditto
500	Chittabully Baftaes	25 by 2,	at 4	ditto
500	Callapatty Baftaes	25 by 2,	at 4	ditto
1000	White Baftaes	36 by 2,	at 4	ditto
2000	Blue Bernagore Romals	10 in a piece,	at 3½	ditto
400	Muslin Handkerchiefs, 1 yard square,	not to exceed .	8	ditto
100	ditto, finer ditto,	not to exceed .	15	ditto
200	Nainsooks in half pieces for neckcloths, full yard wide		20	ditto

General Remarks on Bengal Cloths.

Gurrahs ought always to form one fourth of an investment of white goods; Mamoodies another fourth, and of the other articles of white goods the name is of no material consequence, if long and wide, such as 36 and 40 cubits, by 2 and 2¼.

Beerboom Gurrahs should be of a very good kind, or the Company's rejected ones, 36 by 2¼; this is an article for which there is always a great demand at the Cape; in ordinary times they cost about 80, but sometimes are as high as 105 rupees per corge.

Mamoodies may be reckoned the next best article of white cloth, of middling quality, and ought to be the longest and widest possible. The usual size is 36, and 40 cubits by 2; the gold ends must not be overlooked, as they are of consequence to the sale amongst the Dutch. Mamoodies cost from 90 to 100 rupees per corge.

Bernagore Blue Romals, 10 handkerchiefs in a piece, should be full yard square each, and cost from 65 to 75 rupees per corge; they must be very dark blue, and the cross stripes of white very faint, or tinged with blue, and no white at the corners.

Other Articles of Bengal Produce suitable to the Cape Market.

Chintz, ordinary, in pieces of 12 cubits by 2, on a tolerably good cloth; to cost about 35 to 40 rupees per corge, and only three grounds, red, black, and white, all small sprigs and flower patterns. The white ground may display as great a variety of colour as possible, except yellow or orange, which do not suit at the Cape. The red grounds to have only white sprigs, and the black only white sprigs. No striped pattern, however handsome, suits the Dutch taste.

Chintz, fine. The same as the preceding, in regard to colours, length, and breadth, to cost 70 or 80 rupees a corge; answers very well on Jondah Cossaes, in whole pieces; these come to about 10 or 12 rupees a piece.

Chintz Handkerchiefs, upon twilled dimity, pretty fine, and the small real shawl spot, imitated as near as possible, with broad borders, and a long twisted knotted fringe, of three sizes, 2, 2½, and 3 cubits square. The same patterns on common cloth also answer for the slaves.

Muslins, flowered, a few pieces of the Santipore kind, that cost 15 to 16 rupees; but no fine muslins, muslin handkerchiefs, doreas, or charconnas, answer at the Cape; the little of articles of this description used, they get from England, of British manufacture, considerably cheaper than they can be brought from India.

Shirts, of middling cloth, for the better sort of people, but not to cost above two rupees each, without ruffles; and coarse ones for the soldiers, not to cost above one rupee each; and shirts made of coarse blue cloth for the slaves, as much under a rupee as possible, but not to exceed it.

Shawls, real India, are in great request at the Cape, and usually sell well.

Rice is, in years of ordinary plenty, only an article of luxury among the Dutch, and seen only at their tables with curry; in these times, the finer and whiter the rice is, the better; the white Patna rice is then the article to be taken, for which they will give from 7 to 10 rix dollars per 100lbs. Dutch weight; but in times of scarcity, when their wheat crops fail, rice becomes an article of food from necessity: then the common cargo rice is acceptable, and bears a price from 6 to 9 rix dollars per 100lbs. The most convenient packages are bags of 115lbs. English, which will turn out a Dutch hundred of 107lbs.

Sugar, from none being produced in the Colony, generally yields a good price; and in proportion to its whiteness, is valued at 2 to 3 schillings a pound.

Sugar Candy, from Bengal, also answers in boxes of 112 and 56lbs. each.

Soap, Bengal, is now made little inferior to Europe, and has the advantage of washing equally well with salt as with fresh water. The best packages to put it up in, are boxes of 1 cwt. and ½ cwt. which, allowing for loss of weight, turns out at the Cape a full Dutch hundred, and the small, half a Dutch hundred.

List and Description of Teak Timber suitable for the Cape Market.

DESCRIPTION.	DIMENSIONS. broad.	thick.	long.
2 Duggies, best kind, free from cracks, &c.	22	22	40
200 ditto	12	14	20
200 ditto	12	12	22
300 Arties	9	11	25
500 ditto	6	8	22
200 ditto	8	10	12
100 Planks for mortar beds	24	10	15
200 Shinbins	15	4	25
200 ditto	18	5	30
100 ditto	12	4	22
200 ditto	12	3	22
500 Planks	12	2	22
800 ditto	12	1¼	22
800 ditto	12	1¼	22
1,000 ditto	12	1	22
50,000 Staves, split, not sawed	6 to 7	1¼ to 1½	6
25,000 Sheathing boards	7 to 8	1 to 1¼	9

The measurement is what the Dutch call Rynlandsch, and is a trifle larger than the English; consequently the above dimensions, when the English rule is applied, should be full measure.

The pipe staves of Teak timber, although not used for making casks, as the Teak tastes the wine, are sometimes used for spirits. They are principally used for the roofs of houses; and on account of the established rule amongst the Dutch, of placing the beams on the roofs of their houses at certain distances, the boards must be of the exact length to cover three beams, and exactly 6 feet long, at which length they are worth a rix dollar each, but if one inch shorter, only half the value.

The sheathing boards must be all whole and unbroken pieces; the double boards are preferable to the single, and will yield 2 rix dollars each.

The teak timber of Java is preferred to that from the Coast of Malabar at the Cape of Good Hope.

The following articles of Batavia produce used to be imported by the Dutch; but instead thereof, they are supplied from India and China by the Company's ships.

20,000lbs. coffee.	200 jars pickles.	8,000lbs. tamarinds.
100 leagers arrack.	200 bottles soy.	200 bags sago.
2,000 bundles rattans.	2,000lbs. dried ginger.	200 bags pepper.
200 jars sweetmeats.	2,000lbs. turmeric.	500lbs. cardamoms.

Of Teas, Nankeens, China ware, &c. large quantities are consumed; and the Company have an investment landed annually from their homeward-bound China ships, of most kinds of China goods. The Colony is therefore in general well supplied.—Of spices but a small quantity is consumed. One hundred parcels, each containing a pound of cinnamon, cloves, mace, and nutmegs, is enough for a year.

EXPORTS.

The chief articles, the growth and produce of the Colony, exported to Europe, America, and the East Indies, are

Almonds.	Hides.	Soap.	Wheat.
Aloes.	Lion skins.	Salt provisions.	Wines.
Brandy.	Leopard skins.	Seahorse teeth.	Wool.
Dried fruits.	Ostrich feathers.	Tobacco.	Whale oil
Elephants' teeth.	Raisins.	Tiger skins.	Whalebone.

The amount of the above is but trifling. Prize goods are occasionally to be procured; but together they form but a small proportion of the value of the imports. The merchants therefore purchase Government bills to make their remittances, at a heavy discount, generally from 15 to 25 per cent.

American ships frequently stop at the Cape on their outward voyage to China, to dispose of a part of their cargoes consisting generally of lumber, for which they receive bills on India, or Spanish dollars.

CAPE WINES.

There are several kinds of wine made in the Colony. The principal are Constantia, red and white; Maag, Madeira, Muscadell, and Malmsey.

Constantia is the produce of two farms, called Great and Little Constantia, situate about midway between Table and False Bay. Great care is taken in the manufacture of it: no fruit but such as is full ripe, or stalks, are suffered to go into the press. The genuine Constantia is a very racy and delicate dessert wine, and has something peculiarly agreeable in the flavour of it. The produce of the two farms used to be about 60 pipes of the red, and 100 of the white. The Dutch Company reserved to themselves the exclusive sale of the Constantia; but there are now other farms, that produce wine, which, in point of goodness, nearly equals it: this is called Maag, or stomach wine, and is sold rather cheaper than Constantia.

Cape Madeira is a heavy, strong, sweetish wine, seldom sent to Europe, as it is not much esteemed. The inferior kinds of wine are very cheap, and produced in great abundance.

Cape brandy bears a strong resemblance to whiskey, but is much more fiery, and considered pernicious to the health, unless kept for some time. It should not therefore be shipped as stores, without its age being ascertained; unless in cases of urgent necessity.

TARIFF OF IMPORT AND EXPORT DUTIES AT THE CAPE.

Import Duties on European Manufactures.

1. British goods in British ships	Duty free
2. Foreign goods in British ships	5 per cent.
3. British goods in foreign ships	7 ditto
4. Foreign goods in foreign ships	15 ditto
5. Prize goods on the vendue roll	5 ditto
6. N. B. Goods transhipped in the harbour, are to pay import duties, but they may be afterwards landed	Duty free

Indian Produce.

1. By British ships from any part of India, or the eastward, on prime cost	5 per cent.
2. By neutrals from a foreign settlement (supposing a permission to be granted)	15 ditto
3. Prize goods, supposing them to be sold under peculiar circumstances for consumption, upon sale price	10 ditto
4. Indian articles from England in British ships	7 ditto

Exportation Duties on Colonial Produce.

1. To a foreign Port	3 per cent.
2. If shipped for a British port	2 ditto
3. Provisions	5 ditto

But sea stock (liquors excepted) for passengers, is allowed to be shipped, Duty free.

European Articles.

1. Re-exported, if for a foreign port	5 per cent.
If for a British settlement	4 ditto

Indian Produce.

1. If exported by the East India Company, or by their licence	5 per cent.
Prize goods sold for exportation	5 ditto

TARIFF OF FEES AND EXPENCES TO BE CHARGED AT THE CUSTOM-HOUSE.

Entrance of ships	4 rix dollars
For landing a cargo, or shipping a cargo, each	10 ditto
Entrance of a coasting vessel	Gratis
For landing her cargo, or shipping a cargo, each	2 ditto
Permit to import or export merchandise	1 ditto
Permit for sea stores, baggage, and other trifles	4 ditto
Manifest	1 ditto
Clearance of ships	4 ditto
Clearance of coasting vessel	1 ditto
Pass for a vessel trading on the coast	2 ditto

PORT REGULATIONS.

1. When your vessel is properly moored with bower anchors, or at least with one, and a very heavy stream anchor and good cable, and good buoys and buoy ropes, you are to take the exact place of the ship by bearings of two landmarks, and depth of water, and should any accident occur, by which your ship may drift from her situation, or lose her anchors, you must be careful in taking good bearings at the time, and depth of water, and notify the same in writing to the Port Office: and it is particularly recommended to you to keep your ship as snug as possible, to counteract the periodical winds which sometimes blow with great violence.

2. You are, within twenty-four hours after giving security at the Colonial Secretary's Office, to lodge the certificate of your having done so at the Port Office, and to leave there your address or place of abode when on shore.

3. No boat can ship, tranship, or bring on shore any goods, wares, or merchandise, without a permit from the Custom House, which is to particularize the nature and number of packages, &c. Nor can any boats be permitted to land goods (except King's stores) any where but at the public wharf, without permission from the Custom House; and when landed, they must be taken away within twenty-four hours, or they will be liable to seizure.

4. You are not to allow any deserter from the Navy or Army, or any runaway slave to be harboured on board your ship, under the penalty of 500 rix dollars.

5. You are not to harbour or receive seamen, or seafaring men, or landsmen, of any nation or colour, without a certificate from the Commanding Officer of His Majesty's ships or vessels of war on this station, with regard to seamen and seafaring men, and of the Captain of the Port with regard to landsmen and others, countersigned by the Fiscal: nor receive any person on board without a due certificate, under the penalty in the bond signed by you at the Secretary's Office.

6. You are not to leave any passenger or other person behind you in the Colony, without permission from the Colonial Secretary's Office; and all persons deserting or absenting themselves from your ship, are to be notified at the Port and Fiscal's Offices, that they may be apprehended as soon as possible.

7. You are not to attempt to take away any specie out of this Colony, without special permission; the penalty for so doing is, confiscation of the boat or craft that takes it away, the property confiscated, with a penalty of three times the amount, together with twelve months imprisonment.

8. Your boats cannot be permitted to remain on shore after gun fire at night, except in cases when the public service requires your ship to be quickly watered.

9. You must give notice at the Custom House at least two days previous to your sailing from Table Bay, and three days' notice from Simon's Bay; and in order to admit of all possible means, and to give sufficient time for researches to be made for deserters and runaway slaves, you are to cause your ship's ensign to be hoisted at the main-top-gallant-mast-head, forty-eight hours previous to your intended departure, in order thereby to notify it to the public.

10. In failure of complying with any one of these several instructions so enumerated, you will for such offence incur a penalty of 500 rix dollars, over and above the other pains and penalties as by law established.

List of Prices on the Hire of Waggon and Saddle Horses at Cape Town.

1. For the hire from Cape Town to Simon's Town, and the next day back.

Of a covered waggon, or chariot	46 rix dollars
Of a curricle, or cart with two wheels	30 ditto
Of a saddle horse	10 ditto

2. Any renter detaining a waggon or horse in Simon's Town, is to pay, in addition to the above-mentioned prices, daily

For a covered waggon or chariot	16 rix dollars
For a curricle or cart	12 ditto
For a saddle horse	3 ditto

3. For hire from Cape Town to Simon's Town, or from Simon's Town to the Cape, and not in return.

Of a covered waggon or chariot	38 rix dollars
Of a curricle or cart	20 ditto
Of a saddle horse	7 ditto

4. For transporting goods from Cape Town to Simon's Town, or from Simon's Town to the Cape.

On a horse waggon	38 rix dollars
On a bullock waggon	24 ditto

But a waggon being hired to carry a load from Cape Town to Simon's Town, and the next day a load from Simon's Town to the Cape in return,

On a horse waggon	46 rix dollars
On a bullock waggon	34 ditto

5. For hire of waggons, intending to pass Muysenburg, without freight or passengers, and there hired or stopped for the purpose of carrying goods or passengers to Cape Town or Simon's Town, whither they were bound for,

Of a covered waggon or chariot	15 rix dollars
Of a gig or cart	10 ditto
Of a bullock waggon	15 ditto

6. For transporting a load of hay to the Hout Bay . . . . . 24 ditto

Ditto to Muysenburg . . . . . 20 ditto
Ditto, from either place, one half more.

7 For hire from Cape Town to other districts not enumerated above.

Of a covered waggon or chariot	18 rix dollars
Of an open waggon	16 ditto
Of a gig	10 ditto
Of a bullock waggon	12 ditto

These prices may be asked per day, during the first three days; but beyond that period, two rix dollars less for each day. Of a saddle horse, for three days or less, four rix dollars per day; but for more days, three rix dollars per day.

8. For a freight, to or from the country districts, not at a further distance than Witteboomen, twelve rix dollars.

9. It will, however, be allowed to the parties to contract for less prices, but the lessors may not demand more than the prices above stipulated.

PROVISIONS AND REFRESHMENTS.

The Cape is an excellent place for refreshments; all sorts of provisions being in abundance, and at moderate prices.

Beef is to be got; the prime parts sixpence a pound, the other in proportion.

Mutton, threepence per pound; but taking beef and mutton together, one third of the former, and two thirds of the latter, two pounds and a quarter for sixpence.

Ducks and fowls vary according to their size, and the demand.

Of fruits, the Colony produces many kinds in abundance, and reasonable.

The vegetables, such as cabbages, brocoli, cauliflowers, &c. are very excellent; the seeds of them are an acceptable present in all parts of India, and are frequently carried from the Cape to the British settlements, as an article of trade.

The water, which is good, is brought to the pier by pipes, where boats may lie and fill their casks with a hose; or if it is not convenient to use your own boats, country boats may be had to water the ship, at a Spanish dollar a butt. Firewood is very scarce and dear. In fine weather, the town is well supplied with fish of several kinds.

FALSE BAY

Is formed by the Cape of Good Hope on the west side, and Cape Falso to the eastward; the distance from Cape to Cape is about 5 leagues, and its extent to the northward about the same distance. Four leagues to the northward of the Cape Point, near the N.W. corner of False Bay, and at the foot of the highest mountain on the coast, is situated

SIMON'S, OR SEAMAN'S BAY.

This is only a small bay, or cove; and in the winter months, from April to September, when Table Bay is unsafe, ships put in here, and are sheltered from all winds, except the S. E.

The town is small; the houses are neat. Close to the landing-place is a range of warehouses, well stocked with marine and other stores. At a short distance from this, is a commodious and handsome house, where the commanding officer resides. A little higher up, on the brow of a hill overlooking the bay, is a large building, which the Dutch used for a hospital; but it is now converted into excellent barracks for the troops stationed here. There is a saluting battery, near the landing place, which is a wooden pier, where boats may lie at all times; the water is brought down to the pier by pipes, and conveyed into the casks by hoses with ease and expedition.

About half a mile from the town, to the eastward, is a space called the Company's garden, well stocked with vegetables, &c. for the use of shipping. About half way between the town and garden is a strong battery, which commands great part of the bay; besides which, there are a few small batteries, on a level with the sea, and guns planted at different places, to prevent an enemy landing on the beach.

PROVISIONS AND REFRESHMENTS.

The generality of supplies are procured here upon the same terms as at Cape Town. Ships occasionally send their long boats over to a bay in Hottentot Holland, on the eastern side of False Bay, where poultry and many other refreshments are to be got rather more reasonably than at Simon's Town. The bay abounds with fish, many of them excellent, particularly the stone brassems, or Hottentot fish.

MOSSEL BAY.

The southern extremity of this Bay is Cape St. Blaze, in latitude 34° 10′ South, and longitude 22° 18′ East. The bay is open to the S. E. winds, which throw in a heavy swell. The marks for anchorage are, Seal Island N. W. by W. the corn magazine, S. W. by S. and the outer point South; you are then in 7¼ fathoms water, and about three quarters of a mile from the shore. There is a Port-holder here, who has charge of the corn magazine, which is a strong building, 150 feet in length, and will hold 10,000 bushels of corn. The Colony at the Cape draws considerable quantities of grain from this place.

PROVISIONS AND REFRESHMENTS.

The best mode of procuring supplies is by application to the Port-holder, unless you are acquainted with the language; they would then be obtained more reasonably. Beef and mutton may be purchased from 2d. to 3d. per lb. A sheep at about six schillings. Vegetables and fruit are scarce. Fish are caught in abundance; and good oysters and muscles are to be procured. Only brush-wood is to be got near the bay; but at a small distance up one of the rivers, there is plenty of large timber. Water is easily to be had from a spring near the landing place, and can be conveyed into the boats by a hose. Wheat is about 22 rix dollars the load, under three shillings sterling the bushel.

PLETTEMBERG BAY.

Seal Cape, or Cape Delgado, the S. W. point of this bay, is in latitude 34° 6 South, and longitude 23° 48′ East. It is an open roadstead, but the anchoring ground is good in 17 or 18 fathoms. The landing-place is on a sandy beach, near the Governor's house, which is neat and spacious. Here is a magazine for timber, 200 feet long, and a strong and commodious building as a barrack for troops, where a small detachment of the Cape Regiment is always stationed.

COINS.

The Cape paper money passes current here; and Spanish dollars vary from 11 to 12½ schillings paper currency, each.

IMPORTS AND EXPORTS.

For the use of the military, tea, sugar, and a few European commodities are brought; for trade here, coarse woollens, camblets, cutlery, tar, iron, lead, coarse India chintz, blue Baftas, Gurrahs, Doosooties, and unbleached linens, in return for elephants' teeth, aloes, and timber: of the latter, large quantities are sent to the Cape, and spars may be procured of sufficient dimensions for masts to line of battle ships, from a forest, about twelve miles to the N. W. of the landing place, which abounds with timber of large dimensions, fit for ship and house building. Timber in planks might be purchased here, 12 to 14 inches wide, and 1-inch thick, at about 3d. per foot in paper currency.

PROVISIONS AND REFRESHMENTS.

At a short distance up a small river, whose entrance is generally closed by a sandy bar, is a considerable farm-house, where it would be advisable to apply for what is required. Beef and mutton is about 3d. per lb. Fowls 15d. to 18d. each. Fruit and vegetables are rather scarce; fish is in abundance. The watering is rather difficult here, as you have to roll the casks nearly 300 yards over a heavy sand, and to raft them through a surf, which frequently breaks high upon the beach.

ALGOA, OR ZWARTKOP'S BAY.

This bay is about 10 leagues in extent from Cape Recife, or Rocky Cape, its S. W. point, to Cape Padron, its N. E. extreme. Cape Recife is in latitude 34° 2 South, and longitude 26° 40 East. You may anchor in any part of the bay, and chuse your depth of water; the common anchorage is off the landing place, in 7 fathoms, about three quarters of a mile from the shore, a small river, called Baker's river, bearing W. half S. the outermost point of the land S. by E. On the North side of the river, a blockhouse has been erected, surrounded with a palisade, for the defence of the landing place, and to keep the Caffres in awe. The common landing place is at the blockhouse. About 200 of the Cape regiment are generally stationed here.

IMPORTS AND EXPORTS.

Very little trade is carried on here, it being kept principally as a depot for provisions; a few articles may be disposed of to the military, particularly eatables and drinkables, for which you are paid in paper currency: and to the farmers in the neighbourhood, a small quantity of the commodities enumerated at Plettemberg Bay, may be exchanged for the articles you may stand in need of.

PROVISIONS AND REFRESHMENTS.

The readiest way of procuring supplies is by application to the commanding officer of the troops stationed here, who will send round to the farmers. The cattle here are large and very fat, and may be purchased for 8 or 10 rix dollars each, weighing 5 cwt. Veal, at about 2 stivers a pound. Sheep, 6 to 8 schillings each. Poultry equally reasonable; and from the stores, a ship in distress might procure salt provisions, spirits, and grain. Potatoes, cabbages, and turnips are to be met with in small quantities; and dried fruits in abundance. Of fish, Roman snappers, and many others equally good, may be caught near the islands and rocks in the bay. Firewood is to be got a few miles up the country. There is a good spring of fresh water about 100 yards within Baker's river; and about three quarters of a mile to the southward is a small run of water, called Baker's Fountain, from whence with a westerly wind any number of casks may be easily rafted off.

About 10 leagues to the eastward of Cape Padron, and 3 from the Main of Africa, lies the rock on which the Doddington East Indiaman was lost in 1755. She was outward-bound, and had made 11 degrees meridian distance from Cape Lagullas. Judging they were near the Coast of Madagascar, and the passage open, they bore away to the northward; but on the 17th of July, about a quarter before one in the morning, they struck, saw the breakers, and in less than a quarter of an hour the ship went to pieces. Out of 270 people, only 23 were saved. They remained six months on this rock, to which they gave the name of Bird Island, and built a sloop out of the wreck. The chief officer and 16 people, being all that remained alive, went to Madagascar in her; where the Carnarvon outward-bound East Indiaman took them on board, and carried them to Madras

CHAPTER VI.

East Coast of Africa.

Natal; Description—Provisions and Refreshments—Delagoa Bay; Description—Imports and Exports—Provisions and Refreshments—Inhamban—Sofala; Description—Imports and Exports—Provisions and Refreshments—Great Cuama River—Quilimane—Mosambique; Description—Clause in the Treaty with Portugal relative to the Slave Trade—Coins, Weights, and Measures—Imports and Exports—Trade with British India—Provisions and Refreshments—Articles procurable—Amber—Ambergris—Columbo Root—Cowries—Elephants' Teeth—Elephant's Hair—Hippopotamus Teeth—Tortoise Shell—Querimba Islands—Macaloe—Mongallou River—Lindy River—Quiloa; Description—Imports and Exports—Provisions and Refreshments—Zanzibar; Description—Mombas—Melinda—Patte—Juba—Brava—Magadoxa—Cape Guardafui—Barbora—Zeila.

NATAL.

The River Infanta, or Great Fish River, the extent of the Cape Colony to the eastward, is the southernmost boundary of the coast of Natal, so called because the Portuguese discovered it on Christmas Day, 1497. The only place frequented by the Europeans is

PORT NATAL,

Which is situated in latitude 29° 56′ South, and longitude about 31° 30′ East. The river is wide at its entrance, but is only fit for small vessels. The bar is very dangerous, not having more than 5 feet at low water, and the sea rises but 5 feet more, except in the months of September and October, when you will find about 12 feet at high water. The course on the bar is to the S. W. the swell being very great; but as it is very narrow, two or three seas will carry you over, and then you deepen your water to 3, 4, and 5 fathoms. When you are about a mile within the river, you perceive a piece of barren ground at the declivity of a hill, over against which you may anchor in 4 fathoms, at a cable's length from the shore; the safest way is to moor with hawsers to the rocks on shore.

This place was much frequented by the earlier voyagers to India; but at present very little trade is carried on, except with the Portuguese from Mosambique, who import coarse piece-goods, chiefly blue cloth, iron, beads, tobacco, and spirits; and receive in return, elephants' teeth, cattle, and sometimes ambergris. The natives are apparently inoffensive, but generally go armed with lances, bows and arrows; their houses are built of straw and mats, but in a neat manner.

PROVISIONS AND REFRESHMENTS.

The bullocks here are large and good, and poultry in plenty, in exchange for small articles, such as buttons, iron hoops, &c. The river abounds with fish, and turtle is occasionally to be met with.

DELAGOA BAY,

So called by the English, is named by the Portuguese and other nations, Bay of Lorenzo Marques, from the name of its discoverer, and also the Bay of the Holy Ghost: it is of considerable extent, being about 7 leagues broad from East to West, and near 20 leagues deep from North to South; but the channel, on account of the shoals on both sides, is not more than five miles in breadth. The North Point, or Cape St. Mary's, the N.E. point of the island of the same name, is in latitude 25° 58′ South, and longitude 33° 15′ East. This island is separated from the main land by a narrow rocky channel.

There are three principal rivers in this bay, *viz.* Manica, Delagoa, or English River, and Machavanna. The first is the northernmost, and when this bay was discovered by the Portuguese in 1545, was the only one navigable for large vessels; here they formed a settlement, and built a fort, some vestiges of which still remain, but abandoned it in consequence of its entrance being choked with sand. The second is Delagoa, or English River, which has a bar with about 15 feet on it at low water: this is the only one at present frequented by English vessels. The Dutch settled a factory here, which they held till 1727, when a strong squadron of English pirates, who had their rendezvous on Madagascar, after plundering the Dutch warehouses, rased them and the fort to the ground. In 1777, an establishment was made here, on account of the Austrian, or Ostend East India Company, under the command of Colonel Bolts, who built warehouses, and erected a battery of 12 guns on the south side of the river: the Imperialists remained but three years in possession, when, in consequence of a protest from the Portuguese Government, the Cabinet of Vienna disavowed the settlement, and a force was sent from Goa, who treated the Imperialists in a similar manner to that in which the Dutch were treated by the pirates in 1727; their ships, effects, and men, having been seized and carried off. The third, or Machavanna River, is the southernmost; it is about 8 leagues from Delagoa River, and is not navigable for ships; but a boat that draws only 6 feet water, can go 30 leagues above the entrance, where the trade is carried on, and where the chief usually resides.

Delagoa River is much frequented by South Sea whalers, as the bay abounds in whales, and is very commodious and safe. It is navigable by vessels drawing about 12 feet water, for upwards of 40 miles, and for large boats near 200. Ships commonly lie about 2 miles up the river, where they have good depth of water, and are perfectly secure from all winds. A considerable trade was formerly carried on at the rivers in the bay, for elephants' teeth and gold dust. Few English ships now visit the bay for that purpose; but the Portuguese carry on a small trade with the natives. There are several chiefs on the south side of the river; but they are all subject to one who resides near the village where the ships anchor. The houses of the natives are neat, and circular, about 15 feet in diameter, having only one entrance, and surrounded with palisadoes about four feet high. The natives are Caffres, of a bright black colour, but not numerous, probably 10,000 in the whole bay. They seem a good-natured and harmless people, but sharp and cunning, and ask three times more than they will take for their goods. They are great beggars, particularly on the north side of the river: the natives at a distance up the rivers are reckoned more traiterous and ferocious than those in the bay, and you must be continually on your guard when trading with them.

IMPORTS AND EXPORTS.

The Portuguese send a ship here from Mosambique occasionally, and the Persees on the Malabar coast have sent small vessels at different times, their imports consisting of

Arrangoe beads	Cutlery	Piece goods	Spirits
Buttons	Copper	Pipes	Tobacco
Brass wire	Iron	Sugar	Wearing apparel

Their returns are principally made in elephants' teeth: the Portuguese sometimes take slaves to Mosambique. Ambergis is occasionally to be met with, likewise gold dust in small quantities, and hippopotamus teeth: the latter article may be purchased very cheap, but the natives set a high price upon the elephants' teeth; these are only to be procured for piece-goods, and the kind most in request amongst them is coarse blue cloth.

PROVISIONS AND REFRESHMENTS

Are to be procured in plenty, and very reasonably, after permission of the chief is obtained. There is a kind of master attendant here, called the king of the water; he informs the chief of the arrival of any ship in the bay, and you cannot purchase any bullocks till the chief comes down to his house at the landing place, where you must make him a present of some old clothes and liquor: he gives you in return a bullock, after which you may get what you want every day. The master attendant has a great number of cattle; he comes on board your ship, remains as long as you please, and will accompany any officer on shore to trade: by keeping on good terms with him, you can get every thing that is to be procured here. The bullocks are very good; for a piece of coarse Surat piece-goods, one weighing between three and four hundred weight may be got; fowls for an iron hoop each, or two metal buttons, vegetables, and fruit, for old clothes, empty bottles, &c. Turtle is sometimes to be met with. Fire-wood and water are in plenty, and easily procured. The bay and rivers abound with a variety of excellent fish, which are brought off by the natives in their boats, and cost a mere trifle.

From Delagoa Bay to Cape Corientes, in latitude 24° 1′ South, and longitude 35° 51′ East, the coast is seldom visited by Europeans, and but little known.

INHAMBAN BAY AND RIVER.

The eastern extremity of Inhamban Bay is 5 leagues to the northward of Cape Corientes; about three miles to the westward of which, is the entrance of the river, in latitude 23° 47′ South, and longitude 35° 52′ East; but on account of the numerous shoals in the bay, it is only frequented by small vessels. Inhamban Town is situated about eight miles from the entrance of the river. The Portuguese have here a Resident, and a few troops for his protection. Vessels from Mosambique come here to trade for slaves, elephants' teeth, and gold dust; but the trade is not very considerable.

SOFALA.

This town is situated up a river, navigable only by small vessels, having a bar at its entrance, which has only 12 or 14 feet on it at low water. The Fort of Sofala is on a point of land, insulated at high water, in latitude 20° 15′ South, and longitude 34° 45′ East; the town, which principally consists of huts, lies on the north side of the river. The anchorage is about four miles from the fort, in 5 fathoms, having the flag-staff bearing N. 33° W. Ships ought not to enter this place without a pilot. A Portuguese Resident with a party of men are stationed here; there are also some merchants, who procure elephants' teeth, slaves, gold dust, &c. for a ship which annually comes from Mosambique.

Sofala was visited by the Portuguese soon after their discovery of the passage round the Cape of Good Hope. They were kindly received; and in 1507, notwithstanding the opposition they experienced from the Arab merchants frequenting the port, obtained permission to build a fort, which they have held ever since, although the climate is represented as extremely unhealthy.

IMPORTS AND EXPORTS.

The vessel which comes annually from Mosambique, imports coarse piece-goods, and other articles suitable to the taste of the natives; and takes in return, gold, slaves, and elephants' teeth. It is stated, that from the mines in the neighbourhood of Sofala, more than 2,000,000 metigals of gold are yearly extracted, the value of which is estimated at £1,666,666 sterling. The trade in slaves is also considerable. The Arabs frequent Sofala, and carry on an extensive trade with this part of the coast.

At Sofala, and other places where the Portuguese have Residents, a guard is placed on board any vessel that may touch there, to prevent illicit trade; but by gaining the favour of the Commandant, trade may be transacted at most of these places. They are all subordinate to Mosambique, and all the coasting vessels belong to that port.

Ships touching on different parts of the East Coast of Africa, little frequented, ought to be careful in landing with their boats, for the natives of many places are much prejudiced against Europeans; and not without cause. It has been said, that both French and English vessels have visited the coast, and at different places, after enticing the natives on board, carried them away, and sold them as slaves. It is pretty well understood that a vessel from the Cape of Good Hope used to procure slaves in this manner; and it is said that when she was at an island called Chulawan, to the southward of Sofala, the son of the Prince, or Chief, governing the country on the banks of the river opposite the island, with several of his subjects, were allured on board under pretence of friendship, and carried away. This vessel returned to the Cape with a full cargo of slaves, and there is much reason to believe that the greater part of them was procured in this perfidious manner.

PROVISIONS AND REFRESHMENTS.

Bullocks and poultry may be procured reasonably, if purchased from the natives; but the Portuguese make visiters pay much dearer for supplies. Fruit and vegetables are plentiful; and fish of various sorts are caught in the river.

GREAT CUAMA RIVER

Is called by the natives Zambeze, and is in many places more than a league broad. About 20 leagues from its joining the sea, it divides itself into two branches, the southernmost of which is called Luabo; this also divides itself into two branches: the other principal arm is called Quilimane. In the midst of the river are several islands, some very large. The entrance of Luabo River is in about 19° South latitude; that of Quilimane in 18° 10′ South, and longitude 37° 30′ East.

QUILIMANE.

This town is situated on the north side of the river, about 5 leagues from its entrance. The river has a bar, having only 2½ fathoms on it at low water; here the Mosambique vessels discharge their cargoes into small boats, to proceed to Sena, their principal settlement on the river, which is more than 60 leagues distant, in latitude 17° 37′ South. Large quantities of gold are annually procured at Sena, but it is not above 19 carats fineness; likewise elephants' teeth, wax, rhinoceros horns, hides, &c. The Africans from the interior, come sometimes from the distance of two or three months' travel to Sena, to purchase European and Indian goods for gold. This barter yields the Portuguese very great profit; indeed this part of the Coast of Africa may be considered their Peru; gold being so common in the interior, that many of their household utensils are made of it.

Mosambique island, which is situated in latitude 15° 1 South, and longitude 40° 40 East, is the principal settlement of the Portuguese on the East Coast of Africa, and to which all the others are subordinate. The harbour is one of the best on the coast, and is formed by the islands of St. Jago and St. George, which are to the southward of its entrance, and that of Mosambique, about three miles to the N. W. of the others. Mosambique is small, not above three miles in circumference, to the westward of which is the harbour. Ships generally anchor within St. George's Island, and wait for a pilot to carry them to the proper anchorage.

Mosambique was first visited by the Portuguese, under De Gama, in 1498, and was then described as "a large town, full of merchants, who traded with the Moors of India, for spices, precious stones, and other commodities." The natives received De Gama in a friendly manner, taking them to be Turks; but on discovering them to be Christians, laid a plan for their destruction, which was fortunately discovered, and De Gama removed from the harbour; but being in want of water, he took it by force, and previous to his departure for India, he cannonaded and destroyed great part of the town. In 1510 the Portuguese obtained permission to settle a factory, the object of which was the establishment of a place for their outward and homeward bound ships to stop at, to procure refreshments. They soon after expelled the inhabitants; and, excepting an attempt made by the Dutch in 1603 to take the place, which was unsuccessful, they have remained in undisturbed possession ever since. It was at first unhealthy, but has of late years improved in that respect.

Mosambique is strongly fortified, and has several large churches, convents, and other public buildings. Many of the houses are well built, but the principal part of the town is composed of huts: within the fort is a large cistern for water, which is scarce here.

The Portuguese ships generally stop here, on their voyages to and from India; and a considerable trade is carried on with the neighbouring places on the coast, principally for slaves, of which it is computed that 10,000 are annually exported to the islands of Mauritius and Bourbon, the Portuguese settlements on the coast of Brazil, and to India. The English Government, anxious to abolish this inhuman traffic, made it an article in the treaty of commerce, concluded and signed by the Portuguese Government at Rio de Janeiro, February 19, 1810, but it is not to the extent which could be wished. It stipulates thus:

"His Royal Highness the Prince Regent of Portugal, being fully convinced of the injustice and "impolicy of the slave trade, and of the great disadvantages which arise from the necessity of introducing "and continually renewing a foreign and factitious population, for the purposes of labour and industry, "within his South American dominions, has resolved to co-operate with his Britannic Majesty in the cause "of humanity and justice, by adopting the most efficacious means for bringing about a gradual abolition of the "slave trade throughout the whole of his dominions. And actuated by this principle, his Royal Highness "the Prince Regent of Portugal engages, that his subjects shall not be permitted to carry on the slave trade "on any part of the coast of Africa, not actually belonging to his Royal Highness's dominions, in which "that trade has been discontinued and abandoned by the Powers and States of Europe which formerly "traded there; reserving, however, to his own subjects, the right of purchasing and trading in slaves "within the African dominions of the Crown of Portugal. It is, however, to be distinctly understood, that "the stipulations of the present article are not to be considered as invalidating or otherwise affecting the "rights of the Crown of Portugal to the territories of Cabinda and Molembo, (which rights have "formerly been questioned by the Government of France), nor as limiting or restraining the com- "merce of Ajuda, and other parts in Africa, situated upon the coast commonly called, in the "Portuguese language, the Costo da Mina, belonging to, or claimed by, the Crown of Portugal, "his Royal Highness the Prince Regent of Portugal being resolved not to resign nor forego his "just and legitimate pretensions thereto, nor the rights of his subjects to trade with those places exactly

"in the same manner as they have hitherto done."—It is to be hoped, that at some future period our exertions in this cause will be more successful.

With India a considerable trade is carried on in vessels under Portuguese colours, or English country ships. The Portuguese are equally strict here as in their South American possessions. Immediately on the arrival of a vessel, a guard is placed on board, to prevent illicit trade; notwithstanding which, with proper management, whatever goods are required, may be readily obtained.

COINS, WEIGHTS, AND MEASURES.

The coins current are Spanish dollars, crusados, and testoons, 4 testoons making 1 crusado, the exchange of which with Spanish dollars varies from 250 to 270 crusados per 100 dollars.

The weights are the frazil, and the bahar, 20 of the former making one of the latter, which is considered equal to 240 avoirdupois pounds.

IMPORTS AND EXPORTS.

The principal article of trade is slaves, of which, as before stated, about 10,000 are annually exported, at an average of from 40 to 50 dollars each. Large quantities of gold are annually brought from Sena and Sofala; and ambergris, elephants' teeth, columbo root, tortoiseshell, and cowries are procurable here to a considerable extent.

The trade carried on between Mosambique and the British settlements in India is considerable: in the Bengal accounts it is blended with that of other places; but at Fort St. George and Bombay, kept separate. The following are the amounts of the imports and exports from these two settlements, in the year 1805.

IMPORTS.

SPECIES OF GOODS.	Fort St. George. Sicca Rupees.	Bombay. Sicca Rupees.	Total. Sicca Rupees.
Piece goods of various kinds	29,467	2,67,293	296,760
Glass beads	——	10,736	10,736
China Ware	2,275	4,032	6,307
Toys	——	2,271	2,271
Metals	3,575	——	3,575
Glass ware	1,286	——	1,286
Sundries, including British goods	6,531	10,592	17,123
Total . . . Sicca Rupees	43,134	2,94,924	3,38,058

EXPORTS.

The imports into India during the same year from Mosambique, are only enumerated at Bombay, and consisted of

Elephants' teeth	Sicca Rupees	1,22,697
Tortoise-shell		2,684
Sundries including drugs, cowries &c.		7,291
Treasure		7,613
Total	Sicca Rupees	1,40,285

PROVISIONS AND REFRESHMENTS.

Mosambique is dependent on Madagascar and other places for provisions, which are consequently dear. Bullocks are not procurable under 15 dollars a head, and rice from 2 to 3 dollars a bag. Water is very scarce, there being only two good wells; one on the island, and the other on the main: the rest are brackish. Wood is procured from the main, where the Portuguese have gardens, which produce vegetables and fruits of various kinds.

Articles procurable at Mosambique, with directions how to chuse them.

AMBER

Is sometimes to be met with on the East Coast of Africa; it is generally in irregular masses of a yellowish brown colour: it should be chosen in fine hard pieces, clean and transparent: the smell when rubbed, fragrant and pleasant; it should also attract straws, hairs, and other light substances. That which is opaque and foul, should be rejected.

The permanent duty on amber is 1s. per lb. and the war duty 4d. per lb.

AMBERGRIS

Is a concrete substance, of an ash colour, soft and tenacious like wax, marked with blackish and yellow spots: it is generally in solid masses, irregular, and sometimes round, being, when broken, rough and uneven, and frequently containing pieces of shells, and other substances. It is found on various parts of the East Coast of Africa, and the islands in the eastern seas, sometimes in very large masses, though generally small. In 1693, the Dutch gave the King of Tidore 11,000 rix dollars for a piece, which weighed 182lbs. measuring 5 feet 8 inches long, and 2 feet 2 inches thick.

This article, being very valuable, is often adulterated; great care is therefore requisite in purchasing it. The best is ash-coloured, intermingled with yellowish or blackish veins and spots; it has scarcely any particular taste, and very little smell, unless heated or much handled, when it is very fragrant and agreeable to most people: it melts without affording either bubble or scum, when exposed to the flame of a candle in a silver spoon: it swims in water; and if the point of a knife heated, has a small piece laid upon it, and it melts entirely away, without leaving any dross or impurities, it is good. The Chinese try whether it is genuine, by scraping some of it very fine upon boiling hot tea; if genuine, it will dissolve and diffuse generally, which the adulterated will not. That which is all black, or entirely white, is good for little, as is the smooth, uniform, and apparently pure, these being commonly factitious.

This commodity is principally used by the perfumers, and when good, will sometimes sell for 30s. per ounce; but is frequently not more than half that price.

COLUMBO ROOT

Is a staple export of the Portuguese from Mosambique; and from the quantity produced, it is remarkable that the place of its growth should have been so long doubtful in Europe. It is never cultivated, but grows naturally, and in great abundance in the thick forests on the coast about Mosambique, and inland about fifteen or twenty miles. It is in great estimation among all the Africans, even far removed from the Portuguese settlements, for the cure of dysentery, and as a remedy for almost all disorders.

Columbo root is imported in circular pieces, from half an inch to 3 inches in diameter, and of various thicknesses, generally thin, from $\frac{1}{4}$ to $\frac{1}{2}$ of an inch thick; the bark is wrinkled and thick, of a brownish colour without, and a brightish yellow within; the pith is spongy, yellowish, and slightly striped; when fresh, it has a smell rather aromatic; it is disagreeably bitter, and slightly pungent to the taste, somewhat resembling mustard that has been too long kept. Chuse the largest pieces, fresh, and of a good colour, as free from worms as possible, from which it is seldom quite free; rejecting that which is small and broken. The best mode of packing is in cases, filling the interstices with fine dry sand.

The freight of Columbo root is calculated at 16 cwt. to the ton. The present duties, which are payable by the purchaser, are £5 12*s.* per cwt. permanent duty, and £1 17*s.* 4*d.* war duty, making in the whole £7 9*s.* 4*d.* per cwt.

The following are the quantities sold at the East India sales for five years, 1804 to 1808 inclusive, with the amount of the sales, and the average price per cwt.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	43	137	—	—	43	137	4	3	9
1805	94	194	51	131	145	325	2	2	10
1806	18	29	125	208	143	237	1	13	1
1807	7	7	51	64	58	71	1	4	6
1808	—	—	—	—	—	—			

COWRIES.

These small shells, which pass current at Bengal, and other parts of India, and of which considerable quantities used to be imported into Europe for the slave trade, are met with among the islands on the East Coast of Africa, and at the Maldives. They are an article of trade at Bombay, where they are bought by the Surat candy of 7 cwt. and sold by tale 40 to 50 puns for a rupee, each pun 80 cowries. They should be chosen for the Europe market, small, clean, and white, with a beautiful gloss on them, rejecting those which are yellow, large, and without lustre. The freight of cowries is calculated at 20 cwt. to the ton. The permanent duty is £53 16*s.* 3*d.* per cent. and the war duty £17 18*s.* 9*d.* making in the whole £71 15*s.* per cent. on the sale amount. There have been but few sold at the East India sales since September sale, 1803, when 1,418 cwt. were disposed of, the sale value of which was £3,626.

ELEPHANTS' TEETH.

Or rather tusks, of which each animal has two pointing forwards, and bending a little upwards, are of a yellowish, brownish, and sometimes a dark brown colour on the outside, internally white, hollow towards the root, and so far as was inserted in the jaw, of a blackish brown colour; they are procured from both coasts of the continent of Africa, from various parts of India, Siam, &c. and should be chosen large, straight, and white, without flaws, not very hollow in the stump, but solid and thick. At Surat and Cutch, the Mosambique teeth are preferred to any others, and are sold in the following manner:

Teeth weighing above 16 seers, or 15 lbs. avoirdupois, by the maund of 40 seers, or 1 maund			
Ditto . . .	from 16 to 10 seers each . . .	ditto	60 . . 1½ ditto
Ditto . . .	from 10 to 5 ditto	ditto	80 . . 2 ditto
And all under 5 seers each	. . . . .	ditto	160 . . 4 ditto.

In India the hollow part of the teeth is frequently sawed off to make bangles or ornaments for the women's arms; therefore the stumps are sometimes to be purchased very reasonably; generally the largest sizes are very dear in all parts of India.

The trade in London divide them as follows: the prices vary according to the demand.

1st sort	weighing 70 lbs. and upwards	£25 to 30 per cwt.
2d ditto	56 to 70 lbs.	22 to 25 ditto.
3d ditto	37 to 56	18 to 22 ditto.
4th ditto	28 to 37	15 to 18 ditto.
5th ditto	18 to 25	13 to 15 ditto.
All under 18 lbs. are denominated scrivelloes, and sell for		10 to 12 ditto.

The largest teeth are said to come from Africa, and are most esteemed, being of a closer texture, and less liable to turn yellow than those from the East Indies. In purchasing elephants' teeth, those that are

very crooked, hollow, and broken at the ends, or cracked and decayed in the inside, should be rejected, and care taken that lead, or any other substance has not been poured into the hollow. The freight of elephants' teeth in the Company's ships is rated at 16 cwt. to the ton. The permanent duty thereon is £2 10*s.* per cwt. and the war duty 16*s.* 8*d.* per cwt. The importation of elephants' teeth into Great Britain for twelve years, 1788 to 1799 inclusive, was 18,914 cwt. equal to 1576 cwt. annually.

The following are the quantities sold at the East India sales for five years, 1804 to 1808 inclusive, with the amount of the sales, and the average price per cwt.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	*s.*	*d.*
1804	206	5,430	—	—	206	5,430	26	7	2
1805	24	780	161	3,979	185	4,759	24	14	7
1806	71	2,351	291	8,572	362	10,923	30	3	6
1807	56	1,334	149	3,127	205	4,461	21	14	3
1808	—	—	169	3,722	169	3,722	22	0	6

ELEPHANTS' HAIR.

The hairs which grow on the tail of the elephant, are stiff and remarkably smooth, of a glossy black colour, 14 or 15 inches long, and of the size of small iron wire; they are not hollow, but of a horny nature throughout their whole substance; they are very tough, and will in general bear to be tied or doubled without breaking, for which reason they would be useful for making beards to fish hooks, though some of them are, on the contrary, very brittle; the greater part are rather flat than round, and make neat ornaments for ladies' rings, broaches, &c.

HIPPOPOTAMUS TEETH.

Africa is the only part of the world which produces the hippopotamus. The teeth are long, crooked, and sharp, like the tusks of a boar, and are sometimes met with 12 or 14 inches long, weighing 8 or 10lbs: they are of a harder and whiter substance than those of the elephant, and do not turn yellow so soon. Dentists prefer them on account of these qualities, for artificial teeth. They should be chosen large, straight, free from cracks or flaws; those under two pounds each are of little value. The hide of this animal is thicker than that of the rhinoceros, and makes excellent whips, which after a little use become very pliable.

TORTOISE-SHELL

Is the shell of the testaceous animal, called a tortoise, of which there are two kinds, the land and sea tortoise; the sea tortoise is again of several kinds, but it is only the hawk's bill which produces this beautiful shell, so much admired in all parts of the world. Its flesh is in no estimation; the plates of the shell, which are far stronger, thicker, and cleaner than in any other kind, constituting the sole value of the animal.

The shell of the tortoise is somewhat of a heart-shaped form, or pointed at the extremity, and consists of thirteen divisions or plates, surrounded by twenty-five marginal pieces; of the former, there are four plates on each side, and five on the back; these last are bent in the centre; of the side plates, the two middle ones are the most valuable, being larger and thicker than the others; those on the back, with the marginal ones, are denominated *hoof* in the trade, and are of comparatively little value.

Tortoise-shell should be chosen in large thick plates, free from cracks, carbuncles, or barnacles, which are frequently attached to them; the more clear, transparent, and variegated, the more esteemed; the crooked, broken, and small plates should be rejected. There is a peculiar kind, said to be met with at the Maldive Islands, which is superior to all others, being very dark coloured, smooth, and beautifully variegated, and having frequently many natural figures in it.

The freight on tortoise-shell is calculated at the rate of 20 cwt. to a ton, and the duty payable by the purchaser is as follows:

	War Duty.	*Permanent Duty.*
Unmanufactured	£ 0 10 0 per lb. . . .	£ 0 2 6 per lb.
Manufactured	17 1 8 per cent. . .	51 5 0 per cent.

The following are the quantities sold at the East India sales for five years, 1804 to 1808 inclusive, with the amount of the sales, and the average price per lb.

Years	March Sale.		September Sale.		Total		Aver. per lb.		
	Pounds	£	Pounds.	£	Pounds.	£	£	s.	d.
1804	500	391	—	—	500	391	0	15	8
1805	400	337	10,673	11,524	11,073	11,861	1	1	5
1806	—	—	9,264	9,477	9,264	9,477	1	0	6
1807	377	326	1,171	1,173	1,548	1,499	0	19	4
1808	57	40	13,671	11,386	13,728	11,426	0	18	0

At the Cape of Good Hope, a small land tortoise is met with, which is very common, the shells of some of them are very beautiful, not exceeding 3 inches in diameter: and when made into snuff boxes, are much esteemed.

QUERIMBA

Is the name given to a chain of islands extending as far as Cape Delgado along the coast. That called Querimba, which gives its name to the whole, is in latitude about 12° 20′ South, and longitude 40° 58′ East, being about 4 or 5 miles long, and the most considerable of the group. It may be known by palm-trees on its north point, and a white sandy beach, with a large house which serves as a fort. These islands were formerly inhabited by Arabs; but the Portuguese, in their early voyages into these seas, not only plundered them, under the pretence of their being Mahometans, but murdered them all, without sparing either age or sex. They remained uninhabited a long time, till at length some Portuguese from Mosambique and Goa settled upon them, and brought slaves to till the ground, and defend them. On Querimba there are about 30 well-built houses, not contiguous to each other, but scattered like so many farmhouses. The church stands in the centre of them, and mass is said by a Priest appointed from Goa.

The Arabs occasionally call here to dispose of piece-goods and a few other articles, for which they receive in return cowries, tortoiseshell, corn, and provisions.

MACALOE.

This bay or harbour is situated about 18 leagues to the northward of Querimba, and is formed between the main land and the Island Macaloe. Should a ship wish to stop here, it will be necessary to make the signal for a pilot. On the north side of the point on the main, is the town, directly opposite the Island Macaloe, where the Sultan resides, and where vessels that trade to this place, anchor in 7 or 8 fathoms, good holding ground, mud and sand.

MONGALLOU RIVER.

This place is to the N. W. of Cape Delgado, in latitude 10° 7′ South, and is not easily distinguished. The entrance of the river is about a cable's length wide between the sands at its entrance. It is difficult of access, but has from 9 to 11 fathoms in the fair channel up to the anchorage above the town, which is a little within the north point of the river. A considerable trade is carried on here by the Arabs in slaves, elephants' teeth, &c. Provisions are to be procured in abundance, likewise fire-wood, but good water with difficulty.

LINDY RIVER

Is about 6 leagues from the former, is large, and easy of access, having many villages around, the principal of which is Lindy, on the northern side. It is said to be an excellent harbour, where provisions, wood, and water, may be easily procured.

QUILOA.

This town is situated on an island, in latitude 8° 41′ South, and longitude 39° 47′ East. The island is about 6 miles long from North to South. The harbour is between the island and the main, and is capable of receiving ships of any size, where they lie secure in all weathers. The town is represented as large and well built; the houses of stone, two or three stories high, having terraced roofs. The streets are very narrow: on one side of the town is the fort, where the Governor resides; it is strong, and surrounded by a ditch. Quiloa was first visited by the Portuguese in 1500, who were kindly received by the reigning Prince; but in consequence of the character given of them by the Arab merchants frequenting the port, the intercourse with them was broken off, and they were refused to trade in his dominions; they therefore proceeded to India, attacking all the Arab ships they met with in their way, in revenge for the affront they had received from those of Quiloa. In 1505 the Portuguese, under D'Almeyda, attacked and took the town, built a strong fort, and left a garrison of 500 men, who were afterwards driven out by the Arabs; since which period it has remained in their hands.

IMPORTS AND EXPORTS.

The trade of this port, which is extensive, is carried on by the Muscat Arabs; they import piece-goods of various kinds, sugar, arrack, spices, &c. and receive in return, slaves and elephants' teeth. The place is seldom visited by Europeans, as the inhabitants are in general considered hostile to them.

ZANZIBAR

Is the largest island on this part of the coast, and on sailing along, it has a most beautiful appearance; its north end is in latitude 6° 26′ South, and longitude 39° 46′ East. It was first visited by the Portuguese in 1503, when they took a number of vessels belonging to the place, whereupon in retaliation the King made an attempt upon the Portuguese ships; but being defeated, peace was concluded, the King agreeing to pay tribute. In 1509, the inhabitants having neglected to pay the tribute, the town was attacked, plundered, and destroyed by the Portuguese. The English first visited it in 1591.

There are two harbours, the outer and inner, both fit for receiving large ships. His Majesty's ships Leopard and Orestes were here in 1799 for refreshments; the following are the observations then made.

" Got a pilot on board, and ran close into the inner harbour at low water, through a very narrow " channel, scarce three quarters of a mile wide, and anchored about a mile from the town. The fort " saluted with three guns, as did a ship under Moorish colours, bound to Muscat. The town is composed " of some few good houses; the rest are huts of straw mat, which are very neat. The latitude of the " town is 6° 6 South, and longitude 39° 33′ East. The inhabitants made every profession of serving us; " but they were so slow and indolent, that we had but little assistance from them by boats. We completed " the water within a few tons with the ship's boats; by watching the tides, you get plenty of water at

" Fresh Water River, which is about four miles to the eastward of the anchorage; you roll your casks " some distance from the beach, and bale out of the stream; but at high water it is rather brackish; it is " therefore advisable to fill with the falling tide, and take them off with the flood. There are several " wells in and about the town, but they will not allow the water to be taken from some of them from " religious motives. They will supply you with plenty of wood.

" Here you can obtain many kinds of refreshments; but as the Governor made a monopoly of the sale " of all kinds of articles, we paid exorbitantly dear for them: the inhabitants sell their things much cheaper. " We got very fine bullocks, goats, poultry, rice, cocoa nut oil, &c. The fruits are very delicious, and " they have all kinds. There is good fishing here, and turtle is occasionally taken. The small trading " vessels from Muscat, and the Red Sea, after discharging their cargoes, which are chiefly dates, always " dismantle, and move into an inner harbour at the back of the town, and wait the return of the monsoon. " This island is tributary to the Imaum of Muscat, and the Governor is appointed by him. They have a " great trade with the French from the Mauritius, in slaves and coffee, and many of them talk that lan- " guage in consequence. The inhabitants profess the Mahometan religion. In their modes of traffic they " are very singular; a guinea is of no value, but an anchor button, or a button of any kind, is a gem in the " eyes of the lower class of people; an instance occurred on board the Leopard, where they refused a gui- " nea which was offered in change for some fowls, and a marine's button put an end to the bargain. They " always go armed, and appear very timid, except when a considerable number are together."

MOMBAS.

This port is formed by an arm of the sea, into which fall several small rivers, and this narrow arm, or inlet, extends round Mombas island, which is situated inside of the two points that form the entrance. The town and fort are on the island, a little within the harbour, in latitude about 4° 4′ South, and longitude 40° 2′ East. The town is large, and many of the houses handsome and well built; the streets are straight and narrow; the fort is strong, and well furnished with cannon. The Portuguese, under Vasco de Gama, arrived here April 7, 1497. In 1507, Almeida, on his way to India, sent his vessels to sound the harbour; they were fired upon from the shore, in revenge for which, he burnt the shipping, landed his troops, plundered the town, and reduced the greater part of it to ashes. It was afterwards rebuilt, but plundered a second time by D'Acunha in 1529, and the fort which was strong, they took possession of, and retained till about 1631, when the King of the country having a quarrel with them, retook it by storm, and put all the Christians in the country to death. Since that period, few European vessels visit this part of the coast, more particularly Mombas, where the Government has in general endeavoured to allure and seize the European ships that touched here for provisions. In the event of a ship being in want of water or other articles, she ought to proceed to Zanzibar, which is preferable to any other port on the coast, and there is less chance of treachery, it being under the government of Muscat, and more civilized. There is a great trade carried on here, and the place is much frequented by Arab vessels from the neighbouring places.

MELINDA.

This town is in latitude about 3° South, and longitude 41° 2′ East; it is large, and had formerly a number of Portuguese churches, and other large buildings, which are now in ruins. The town is represented as being large, the houses built of stone, many of them handsome, which, with the numerous mosques, look well from the sea. The place of anchorage is at a considerable distance from the town; the coast here is very shallow, notwithstanding which, it is a place of considerable traffic. Vessels from the

Red Sea, Persia, and the northern parts of India frequent the place, the trade with the interior being very brisk. Vasco de Gama visited this place, April 13, 1498, where he was kindly received, and furnished with pilots to proceed to India. In a few years afterwards, in consequence of some offence taken by the Portuguese, they plundered and destroyed the town; it was, however, rebuilt, and made tributary to them, and they remained here till expelled by the Arabs, about the year 1698.

PROVISIONS AND REFRESHMENTS.

Cattle, and many other articles of provision are here plentiful, and reasonable; but as the trade is carried on in native vessels, Europeans seldom visit.

PATTE.

This town is situated at the west end of an island of the same name, in latitude 2° 2′ South, and longitude 41° 24′ East; it is surrounded with shoals, and in the event of a ship stopping here, it will be necessary to wait for a pilot to take her to the anchorage, which is six miles to the southward of the town. The place was visited by the Portuguese about 1503; here they settled a factory, which enabled them to carry on a considerable trade in India goods, taking in return, cowries, elephants' teeth, &c. About 1692, the Arabs expelled them from hence, and prohibited commerce with all other nations; it is therefore seldom visited by Europeans.

JUBA.

This town is situated on an eminence near the side of Rogues River, in latitude 0° 12′ South, and longitude 43° 2′ East. It is composed of a few huts. The river has a bar, and the surf beats high upon it; boats may pass over it at high water in the fair season, but the perfidy of the natives should exclude European ships touching at this place. His Majesty's ships Leopard and Orestes before mentioned, anchored here in 1798, expecting to procure a supply of water: two of their boats upset in the surf, and although the natives at first appeared in a supplicating manner, they soon collected in numbers, and assaulting the boats' crews, killed several men, and it was with great difficulty the remainder were saved.

BRAVA.

This town is situated close to the sea in latitude 1° 12′ North, and longitude 44° 10 East. Near it are several small islands which break off the sea, and there is on one of them a pagoda or tower, resembling a light-house. Inside these islands the small vessels lie sheltered, and ships anchor outside in 7 or 8 fathoms. In 1503 this place became tributary to the Portuguese, in consequence of their having captured a number of the principal inhabitants in some vessels at sea, and who agreed to pay annually 500 metigals of gold. In 1508 the inhabitants having failed in the payment of the tribute, the Portuguese attacked, and took the place by storm, committed the greatest cruelties upon the inhabitants, and plundered and burnt the city, which was then described as large, and a place of great trade; at present, it appears well built, but being in possession of the Arabs, it is seldom visited by Europeans. Cattle and goats are plentiful here, and in the neighbourhood.

MAGADOXA

Is the principal town on this part of the coast of Africa; it is in latitude 2° 0′ North, and longitude 46° 30′ East; it is easily known by three remarkable mosques in the middle of it, resembling towers. There is a reef of coral rocks fronting the town, having a sandy beach inside of it. Vasco de Gama, on his return from India, saw this town, Feb. 2, 1499, but did not land. It is described "appearing very "large and handsome, surrounded with walls, and in the middle a great palace, that stood very high." Magadoxa is the only place on this coast that resisted the arms of the Portuguese with effect, as it does not appear they were ever able to make an impression upon it. Of all the conquests which do so much credit to their valour, and so little to their policy, Mosambique is the principal and almost only possession which has survived the wreck of their empire on the East Coast of Africa, and from which they have been expelled by the natives, without the aid of any European power.

The inhabitants are hostile to Europeans. In 1700, the Albemarle East Indiaman anchored off the town, and sent her boat on shore, which was seized by the inhabitants, and they fired on the long boat whilst endeavouring to open a communication for the recovery of it.

Between Magadoxa and the north-easternmost extremity of Africa, Cape Guardafui, which is in latitude 11° 50′ North, and longitude 51° 32′ East, there are no ports visited by Europeans. On the coast between Cape Guardafui and the Straits of Babelmandel, are Barbora and Zeila.

BARBORA.

This town is situated on an island at the bottom of a bay, in latitude about 10° 45′ North, and longitude 46° 15′ East. It is a place of considerable trade, and has been always a kind of rival in commerce to Zeila, and a great fair is annually held here from October till April, the caravans from the interior coming in during that period. The first is always the largest; it is said to bring down 15,000 bahars of gum arabic, each 320 lbs. also all the myrrh that is consumed, about 2,000 bahars; the first produces about 15 dollars, and the latter 22 dollars per bahar. Olibanum is chiefly produced on the coast between Barbora and Cape Guardafui; it is exported from a small port near Cape Felix, in Arab vessels, and is usually sold at about 12 dollars the bahar. A small proportion of these articles finds its way to Bombay, and from thence to Europe; the larger proportion goes up the Red Sea to Egypt, and some is consumed in Arabia and Persia. From the fair at Barbora, Arabia draws considerable quantities of ghee, a great number of slaves, horses, mules, and asses, the returns for which are made in India piece-goods, generally sold at a great profit. There are many Banians from Mocha, Aden, and various parts of India, who carry on a trade with their respective ports. Many chiefs in the interior send down caravans of their own to purchase, with gold, elephants' teeth, &c. the produce and manufactures of India.

Barbora was taken by the Portuguese fleet in 1517, and plundered and burnt: they expected to find a considerable spoil in it, but were disappointed, the inhabitants having had sufficient time to convey themselves and their most valuable effects to the continent.

ZEILA, OR ZEYLA.

This town is situated at the bottom of a large bay, in latitude 10° 15′ North, and longitude about 44° 0′ East. It was formerly of considerable importance; and previous to the arrival of the Portuguese in these seas, it was the place through which the greatest part of the merchandise that was carried into the interior of Abyssinia, commonly passed.

In 1516 the Portuguese fleet, having failed in an attempt made upon Judda, in the Red Sea, came to this port, which they found unprovided with the proper means of defence; it was therefore easily taken, plundered, and burnt, but was soon rebuilt, though not so well as before, when in 1527, the Portuguese again took and utterly destroyed it. Zeila, notwithstanding, carries on a considerable trade with various parts of the East Coast of Africa, Mocha, and other ports; their imports consisting of

Coarse piece goods.	Cardamums.	Iron, in bars.	Spices.
Cutlery.	Dates.	Ironmongery.	Sugar & sugar candy
Cornelian beads.	Glass ware.	Lead.	Tin.

and various other Asiatic and European commodities. The returns are principally made in

Elephants' teeth.	Gum Arabic.	Olibanum.	Rhinoceros' horns.
Gold dust.	Myrrh.	Ostrich feathers	Slaves.

and a few other articles, the produce of Abyssinia, and the neighbouring countries.

Zeila is seldom visited by Europeans. In 1800 one of His Majesty's ships anchored near the town. Having an Arab linguist from Mocha on board, a treaty was entered into with the chief to supply the troops going on the Red Sea Expedition (then in transports at Mocha), with sheep, which are here very cheap. Should a merchant ship touch here for refreshments, it will be requisite to guard against treachery, as the disposition of the natives of this place, and along the coast from hence to Cape Guardafui, is but little known.

CHAPTER VII.

Islands off the East Coast of Africa.

Madagascar; its Extent—St. Augustine's Bay—Articles of Trade—Mode of salting Provisions—Moroundava Bembatook Bay—New Massalege—Passandava—Port Dauphin—Manouro—Tamatave—Foul Point—St. Mary's Island—Antongil Bay—Ravanscra, a Spice; Directions how to chuse—Comoro Islands; their Number—Comoro—Mohilla—Mayotta—Johanna—Imports and Exports—Anchorage Fees, Presents, &c. Provisions and Refreshments—Socotra—Provisions and Refreshments—Aloes, their Kinds, and Directions how to chuse them.

MADAGASCAR.

This island, which is one of the largest in the world, extends from Cape St. Mary, its southern extremity, in latitude 25° 40 South, and longitude 45° 16 East, in a N. N. E. direction to Cape Amber, its northern extremity, which is in latitude 12° 2 South; it is about 100 leagues from the coast of Africa, and the sea between, which is denominated the Mosambique Channel, is much frequented by ships proceeding to India, more particularly those bound to Bombay.

The western side of the island contains many bays and harbours but little known; the only one resorted to by the outward-bound East India Ships, is

ST. AUGUSTINE'S BAY.

At the entrance of this bay, about two miles from the southern shore, is Sandy island, which is in latitude 23° 39 South, and longitude 44° 0 East. After passing it, and standing to the eastward, you see a high land close to the sea, on the South side of the bay, and another high land in the interior; the entrance of Dartmouth River is then open to you.

This part of the island is subject to the King of Baba, who resides in a town built with mud, about 12 miles from St. Augustine's Bay. On a ship anchoring, some of the King's people come off, whom they call pursers, and who in general adopt English names and titles, such as Prince of Wales, Duke of Kent, &c. Some small presents are necessary for permission to procure provisions, &c. and should the King come off, it will be requisite to salute him on his arrival and departure.

This is an excellent place for refreshments, more particularly provisions. The bullocks being large and fat, weigh from 6 to 700lbs. each; they have all a hump on the shoulders similar to the Indian cattle. They are procured by barter for English commodities. The following is an account of the expence incurred by a ship's stay here, by a gentleman who visited the bay some years since.

ARTICLES OF TRADE.

Gunpowder.	Muskets.	Pewter tankards.
Small looking-glasses.	Common scissars.	Iron pots of 2 or 3 gallons.
Brass nails.	Razors.	Powder horns.
Brass pots.	Tin tea-kettles.	Flints.

Glass beads of five colours, *viz.* green, yellow, white, transparent, and orange. Arrangoes about 3 inches long, bored, and artificial coral beads. Silver is in great request among them; they make it into bracelets for the women, and it is in general preferred to gold.

On our first arrival they asked 8 Spanish dollars for a bullock, or 8 measures of gunpowder, each 9 pounds, or one musket; but latterly they were purchased for 2 measures each, and one measure for a cow, and sometimes a powder-horn for one; these horns should be black and white, and the musket-stocks very brown; a fat sheep may be had for a measure of powder, and two goats for the same.

Summary of Goods exchanged, with an Estimate of their Value.

Gunpowder 6 barrels	£34 2 6
4 Cartridges	0 18 0
26 Muskets	27 6 0
2 Pistols	1 0 0
350 Flints	0 8 6
15 Gallons brandy	4 2 6
12 Powder horns	0 18 0
100 Musket balls	0 5 0
2 Cutlasses	0 10 0
Small looking Glasses	1 0 0
3 Pair scissars	0 3 0
	£70 13 6

RECEIVED IN RETURN.

47 Bullocks.
27 dozen fowls.
7 Goats.
8 Guinea hens.
1 Cask Lime Juice.
25 Pumpkins.
Plantain Trees.
Grass for stock.
Grain for poultry.
Yams and sweet potatoes.
Limes and oranges.

Of the 47 head of cattle, the ship's crew and passengers, near 300 men, had

Fresh provisions for 9 days, which is about	5000lbs.
15 Tierces beef salted, which served about 11 days . .	4500
26 Live cattle carried to sea ditto 13	6000
Total 33 days' provisions	15,500lbs.

which is about a penny per pound for the meat, besides hides, suet, &c.

A part of the above enumerated articles was given as presents to the King of Baba, the Princes of his family, and his principal attendants.

MODE OF SALTING PROVISIONS.

The bullocks were killed in the afternoon, and cut up at two in the morning, salted, and put in casks, and about noon taken out, placed on four thick deals supported on casks, then four deals laid over the meat, and large stones and other heavy articles placed thereon, to press out the pickle, &c. for three or

four hours; then salted, packed in clean casks, and headed up. Boiled pickle, with a little saltpetre in it, was, when cold, poured into the casks at the bung-hole, till quite full.

No good water is to be had here, unless you send your boats 4 or 5 miles up the river: and instead of filling your casks at low water (as is the case in most other rivers), you must begin to fill here at about a quarter flood. The reason assigned for it is, that the river has a communication with the sea at other places, as well as with the channel of St. Augustine's Bay; and by experience it may be found that the sea water brought into the river by the flood-tide, is not discharged till a quarter flood of the next tide in St. Augustine's Bay, and for 3 miles at least up the river, the water is always brackish.

The river and bay abound with various sorts of fish, and alligators are occasionally seen in the river; therefore the boats' crews should be prevented from going into the water to bathe.

MOROUNDAVA.

In latitude 20° 16′ South, is a place where some trade is carried on, and where a ship may get refreshments. Water is procured from the rivers adjacent to the roads. This place is seldom visited by European ships, being exposed to all winds from N. W. to S. W. The town is situated on the southern side of the bay, and consists of a number of huts near the sea side. The wooding and watering here are attended with difficulty, as the rivers are very shallow at their entrance.

BEMBATOOK BAY

Is large and safe; the entrance is in latitude 15° 43′ South, and longitude 46° 28′ East, and is about 3 miles wide. On the east side of the entrance is the village Majuinga. Bembatook town is on the south side of a point of the same name, about 3 leagues within the entrance of the bay on the east side: here ships may lay land-locked and sheltered from all winds, close under the point near the town. Captain Inverarity, who visited this bay during a trading voyage, in 1802, says—"Should the English Government ever intend "to have a settlement on this island of consequence, I should certainly recommend Bembatook as one of "the most commodious, healthy, and easy of access, it being near the capital of the country, the King of "which is cordial to strangers, and supplied with as fine beef as any in the world, at the moderate price "of from one to two dollars each bullock. The merchant would also find this a most excellent situation "for trade, the country supplying many commodities, as well as a sale for East India goods. The French "purchase in this part of the island, with dollars brought for that purpose, their slaves and cattle, which are "drove across to Fort Dauphin by the natives of the Fort Dauphin district, the French putting implicit "faith in those men, who seldom betray their trust. At Bembatook, beef may be salted, as well as at "Fort Dauphin, where the French salt provisions for their European ships, as well as their colonial con-"sumption. There is no pork to be had here, except the wild hog, which is in great plenty. Rice may "be had in any quantity, at two gamels a dollar, the gamel weighing 38lbs. avoirdupois. It is necessary "to speak in time to the natives, as the grain is generally purchased here in paddy, and beat out as they "consume it."

This place is frequented by the Arabs from Muscat and the neighbouring places, who carry on a small trade here, and Arabic is spoken by many of the natives.

NEW MASSALEGE

Is situated on the right side of a river, in latitude 15° 30′ South; there is a bar at the entrance which precludes large vessels from going up. The town is large, and there is a mud fort, with many cannon mounted. The King, who resides here, appears the most powerful on the island; his palace is built in the European style, and has two stories, with a reserve of arms, and many articles of furniture from Europe,

such as tables, chairs, looking glasses, &c. In the bay, facing the river, there is good anchorage; there is also a small island, which is very commodious for refitting and repairing ships, and on which they once permitted the French to form an establishment. There are several Arab families settled here, who construct small vessels, and trade to Persia and Arabia, touching at the Comoro Islands for refreshments. These Arabs are the only inhabitants who know how to navigate the open sea, and they serve as pilots to the ships approaching to, or departing from the coast. When the King pays a visit to a ship, he generally brings a present of two bullocks, some poultry, and vegetables, and expects in return the usual acknowledgments of muskets, coarse linen, flints, &c.

PASSANDAVA

Is a large bay, of a square form, extending 6 leagues to the southward. The town is at the bottom of the bay, in latitude 13° 45′ South, and longitude 48° 23′ East.

Bullocks and other refreshments, wood and water, may be procured in great plenty, and on reasonable terms. The inhabitants are shy of strangers, until acquainted with their business; but they seem to be an inoffensive, and fair dealing people. The inhabitants of Johanna affirm, that their villages are plundered and destroyed, and many of their people cruelly maimed or massacred by the natives of Madagascar, who come over in boats to plunder and prey upon them.

From Passandava Bay to Cape Amber, the northern extremity of the island, there does not appear any place of resort for shipping. The ports on the eastern side of the island are seldom visited by English ships, except occasionally in war time, when our cruisers are in search of French vessels from the Mauritius, or stand in need of refreshments.

The principal places on the east side, are Fort Dauphin, Manouro, Tamatave, Foul Point, St. Mary's Island, and Antongil Bay.

FORT DAUPHIN

Is in latitude 25° 5′ South, and longitude 46° 35′ East. The fort commands the road, being 150 feet above the level of the sea; it is a long square, encompassed with walls of lime and gravel well cemented, and might easily be made secure against the islanders, but the situation is unhealthy. This part of Madagascar is very populous; almost all the villages are situated on eminences, and surrounded with two rows of strong palisadoes, somewhat in the manner of fences, composed of hurdles and turf; within is a parapet of solid earth, about 4 feet in height. Large pointed bamboos placed at some distance from each other, form a kind of loop holes, which contribute towards the defence of these villages, some of which are besides surrounded with a deep ditch. This country being under the command of several chiefs, great caution in your conduct must be observed.

PROVISIONS AND REFRESHMENTS.

Bullocks, poultry, and other provisions are abundant, and at reasonable prices; water is got at the landing-place, by digging in the sand; it is very indifferent, and will only serve for cooking and the stock, but at a short distance inland, there are several springs of very excellent water.

MANOURO.

This village is situated at the mouth of a river, in latitude about 20° South; it consists of a small number of huts, in the neighbourhood of which the French occupy a small piece of ground, enclosed by

palisadoes, wherein are two huts, one of which serves as a lodging, and the other is employed as a magazine for rice, and other commodities.

Vessels lie sheltered here within a reef, extending from the village to the northward.

In this part of the island numerous herds of cattle, and much poultry are reared. More rice is grown than they consume, and frequently large quantities of this important article are sent to the Mauritius and Bourbon.

The natives manufacture beautiful mats, and from the fibres of a plant, make a fine stuff of various coloured stripes, about 8 yards long: some of them are not much inferior in beauty of colour to silk, but are not so soft and pliant, for they readily cut in wearing; they likewise manufacture several articles from the cotton produced on the island.

TAMATAVE

Is in latitude about 18° 12 South. The French had a small settlement here, to procure cattle, &c. for the Islands of Mauritius and Bourbon, which was taken in 1811.

FOUL POINT.

The anchorage here is formed by a large reef, which begins on the shore, about a mile to the southward of the village, and extends about three miles N.N.E.

Opposite the anchorage, in latitude 17° 41′ South, and longitude 49° 36′ East, is situated a village of considerable magnitude, named Mahaveti by the inhabitants; here the French possess a piece of ground, surrounded by palisadoes, where they have a principal house, intended as a habitation for the resident of the company established in the Isle of France, for the purpose of purchasing the necessary supply of cattle and rice for the use of that colony. The King's house is situated at the western extremity of the village, and is composed of one principal story, which is ascended by means of a ladder; the roof is covered with leaves, and has altogether a very mean appearance. It is surrounded by several huts appropriated to the accommodation of his attendants and women.

According to the relation of a French officer, the ships of that nation trade with the inhabitants in the following manner.

A male or female, from 30 to 40 . . .	2 muskets, 2 cartouch boxes, 10 flints and 10 balls; or 1,500 balls; or 1,700 flints.
A bullock	1 musket, or 12 to 15 lbs. of powder.
A heifer	2 cartouch boxes, or 10 lbs. ditto
2 heifers	1 musket.
1 fat capon	1 knife, or 7 balls, or a pair of scissars.
1 fowl	8 needles, or 4 balls, or 6 flints.

and fruits, vegetables, and other small articles, for buttons, flints, needles, &c.

Plenty of bullocks, large and fat, are to be procured here, with other refreshments. To the southward of the village is a small river, where vessels obtain fresh water; but a boat cannot proceed into it at low water in consequence of a bar.

ST. MARY'S ISLAND,

Called by the natives Nossi Ibrahim, is about forty miles N.N.E. from Foul Point, and extends from 17° 5′ South, to 16° 33′ in a direction about N.E. by N. On the West side, about 2 leagues from the South point, there is a bay, with an island, called Quail's island, at the entrance; on it the French settled

a factory in 1740, and left 120 men there, who were three months afterwards cut off by the natives; they, however, repossessed it in 1743, but abandoned it in 1761, on account of the unhealthiness of the place.

About the year 1696, the English pirates who infested the Indian Seas, established a fortified station here, and brought in their prizes; the principal of whom were Kidd and Avery. Kidd was taken and hung in chains at Tilbury, in 1701. In 1702, two men of war were sent out to suppress them; but it was many years before their depredations were effectually put a stop to.

ANTONGIL BAY,

Called Manghabees by the natives, takes its name from Antonio Gil, a Portuguese captain, by whom it was discovered. The entrance into it is about 10 leagues to the northward of St. Mary's island; it is about 14 leagues long from North to South, and 8 broad at its entrance between Cape Bollones and Point Baldrick. At the bottom of the bay are several small islands, the principal of which, called Marotte, is about a mile in extent, and the same space from the shore; it is situated in latitude 15° 25′ South. The common anchorage is to the northward of this island, at the distance of a musket shot, opposite to two small sandy coves, in 11 or 12 fathoms. Wood and water are procured here with great convenience, and the tents may be erected safer than on the main, where you must trade for provisions. The river bears N. N. W. from Marotte, and is navigable by boats. The anchorage of the river is called Port Choiseul, and from hence they derived part of their supplies for the Mauritius.

Exclusive of the places described, there are many other bays and harbours on the East Coast of Madagascar, where small vessels may anchor and procure refreshments, although not so convenient for large ships as those already specified.

Madagascar produces few articles of commerce. The French have occasionally brought from thence a kind of spice, called by the natives, Ravansera, some of which has been taken by our cruizers, and put up to sale at the East India sales. It is thus described:

RAVANSERA

Is the produce of a large bushy tree, growing on various parts of Madagascar, having a pyramidical head, like the clove tree, and a reddish odorous bark; the wood is hard, heavy, and white, with some reddish fibres, and has no smell. The fruit is the size of a large cherry, shaped like a pear, with a roundish body; it consists of a nut, divided into six parts, in the same manner as a walnut into four, covered with a hard coriaceous shell, and that with a green shell or bark very closely adhering to it; both these are aromatic, but the nut has an acrid biting taste, which is almost caustic. The natives gather it before it is ripe, and use it as a spice, for seasoning their meat; it has a fine aromatic smell when fresh, and the caustic taste may be abated by keeping it some months, after which it may be thrown into boiling water for four or five minutes, and then dried in the sun. It is in this state in which we see it.

COMORO ISLANDS

Are four in number—Comoro (which gives its name to the group), Mohilla, Mayotta, and Johanna.

COMORO

Is the largest of these islands, being about 12 leagues long, and 5 or 6 broad. The anchorage is to the N. W. of the island, where the principal town is situated, in latitude about 11° 20′ South. The town is large, and full of cocoa-nut trees, with a fine smooth sandy beach before it; it is the only place where a boat can land; shoal water runs off about a quarter of a mile, and at low water you cannot go off with a

boat. Whenever you see this town, send boats a-head; for, as the shore is bold in all other places, you would have no expectation of foul ground off such a fine sandy beach. This island is seldom visited by Europeans, Johanna having the preference of all the others.

PROVISIONS AND REFRESHMENTS.

Very excellent bullocks are to be procured here at about six dollars each, likewise sheep and goats at moderate prices. Oranges, lemons, and plantains are to be had for knives. No water can be procured. A present is necessary to the King or Chief, who resides at the town.

MOHILLA,

The smallest of the islands, is about 12 leagues S. E. by S. from Comoro, and at one time was considered the best for supplying refreshments. There are several small towns; one to the southward, which is reckoned the best anchorage, is behind some small islands; another to the northward: this last we have the most general account of, having been visited by one of the Company's ships in 1756. The town is situated on a bluff hillock close to the sea, where provisions and refreshments were procured; the bearings at anchor were, the town S. S. W., the N. W. point of the island W. S. W. and the eastern land E. by S. The watering-place is about 200 yards from the beach, up an easy ascent; but the water is in a kind of ravine, about 12 feet deep, and being too steep to roll casks up, they are filled with the engine, where they are rolled with great ease from the beach, which is a soft sand. The run of water, which is clear and constant from the mountains, is lost about ten yards below where the casks are to be filled, among the rocks and sand, and may be observed to ooze out of the beach at low water; there is a reef of rocks, which runs from the town across the little bay, where the watering-place is, which prevents boats working the last quarter ebb, and the first quarter flood.

The town, where the King resides, is about 4 leagues S. E. by S. from the above place; but the coast is very dangerous, and ships cannot approach within two miles of the town, where there is a large surf, which would make it difficult and dangerous watering there.

Bullocks are to be procured here; they are small, and not in abundance. Rice, paddy, plantain trees, and fruit of various kinds are to be got, and the sea abounds with fish.

The body of Mohilla is in latitude about 12° 20′ South, and longitude 43° 50′.

MAYOTTA

Is the southernmost of these islands, and being surrounded with reefs, is less frequented, and less known than the others; at its N. W. end there is a saddle island, like that of the N. W. point of Johanna, from which circumstance this island has occasionally been mistaken for Johanna. The town and anchorage is about five miles S. E. by E. from that island, and is remarkable by a bluff head, with rocks overhanging the sea, which may be mistaken for a ship at anchor close in shore. Here water and refreshments can be procured, but it is attended with danger. On the South part of Mayotta, is a sharp conical mountain, called Valentine's Peak, which is in latitude 12° 54′ South, and longitude 45° 14′ East.

JOHANNA.

This island, which is now much frequented by European ships for refreshments, on their outward-bound voyage, is of a triangular form, and the bay and anchorage is between its two North points, in latitude 12° 7′ South, and longitude 44° 30′ East. The best anchorage is about three miles to the westward

of the town, abreast of a range of cocoa-nut trees, called Brown's garden, near the sea, having a large black rock to the eastward, between them and the town, with the rivulet where water is procured, at their western extremity; the bearing, when at anchor, is the rivulet S. by W. and the mosque East, rather more than a quarter of a mile from the shore.

The town of Johanna is near three quarters of a mile long, close to the sea side, and contains about two hundred houses, each of which is enclosed with a wall, or paling made with a sort of reed; the alleys or streets are intricate; the better kind of houses are built of stone, with a court yard, having a portico to shield them from the sun, and one lofty room, where they receive their guests, which is ornamented with small pieces of looking glass, China ware, &c. and such furniture as they procure occasionally from ships stopping here. The King resides about nine miles in the interior, seldom visiting the sea-side, unless on the arrival of a ship in the roads, which he generally visits, and it is customary, on his arrival and departure, to salute him with five guns, and some presents are necessary for himself and his attendants, when permission is obtained for procuring provisions and refreshments. The island is said to contain about 10,000 inhabitants; those on the coast are Mahometans. They carry on a considerable trade in their trankeys with Arabia: these are vessels from 70 to 100 tons each, and carry cocoa-nuts, cowries, and occasionally a few slaves. From this trade, the natives of Johanna have learned the use of money in purchasing piece-goods, and other Indian commodities from the Arabs, which formerly they were ignorant of.

IMPORTS AND EXPORTS.

The under-mentioned European articles are always in demand, and fetch a handsome price.

Small oval looking glasses.	Large coarse razors.	Muskets.
Ditto, paper mounted.	Clasp knives.	Pistols.
Beads, white, blue, and yellow.	Lascar knives, with sheaths.	Cutlasses.
Iron in rods and square bars.	Cloth, red and blue.	Gunpowder.
Nails of various sizes.	Shirts, and other apparel	Flints.

But the people of Johanna have no other mode of payment than the refreshments received in barter, a mode of liquidation which will be found favourable to any of the Company's ships who may call here, since the attachment of the inhabitants to the British, is a great incitement to their dealing honestly. They have but few dollars among them, and these they carefully reserve for the purchase of Surat goods, which are occasionally imported in vessels from Surat, the returns for which are usually made in cowries, red beetle nut, dammer, wax, cocoa-nuts, and corn.

ANCHORAGE FEES, PRESENTS, &c.

The presents and demands under the head of Port Charges are, to the King a barrel of gunpowder, a few yards of scarlet cloth, and two or three muskets; and to his attendants, who mostly assume English titles, are as follow:

The Prince of Wales . . .	15 dollars.	Governor Abdallah	5 dollars.
The Governor, Duke Burkit	2 ditto	Keeping watering-place in order	5 ditto
The King's Purser	20 ditto	Watching casks, at night . .	1 ditto

Independent of the above, the Prince of Wales asks for, and expects a barrel of gunpowder. They have likewise fallen upon a method of soliciting those who visit the island, particularly all passengers, to

contribute a dollar or two towards improving the navigation which they carry on with the Continent of Africa; and by way of persuasive example, produce lists of persons who have subscribed for that purpose, so that they sometimes collect 30 or 40 dollars from a ship; and when the commanders leave the place, they generally procure from them a certificate of good usage.

PROVISIONS AND REFRESHMENTS.

The bullocks here are very excellent, but not large, seldom weighing more than 4 cwt. Goats and poultry may also be procured; and excellent yams, and sweet potatoes in abundance; the prices are,

Bullocks	10 dollars each	Fowls	1½ dollar per dozen.
Rice, per bag of 140 lbs. . . .	2½ ditto	Ducks	1 ditto
Calavances	2 ditto	Goat, or 2 kids	1 dollar each.

Of fruits, they have pine-apples of a most delicious flavour, measuring 10 to 12 inches in circumference; oranges, limes, plantains, guavas, &c.; these are brought off by the natives in their canoes, and sold to the ship's crew for knives, old clothes, bottles, &c.

The water is very good, and is generally procured from the rivulet, at the extremity of Brown's garden; it is got very expeditiously by laying down a small anchor midway between the shore and the ship, for the boats to haul off when loaded: by this means 100 butts might be procured in forty-eight hours. Firewood is scarce.

This place is admirably well suited for procuring refreshments, and recovering the health of scorbutic people, provided they are debarred an immoderate use of fruit, and are not permitted to sleep on shore.

SOCOTRA.

This island is about 40 leagues to the eastward of Cape Guardafui; it extends nearly E. S. E. and W. N. W. is 27 leagues long, and 7 broad, and in general composed of high and mountainous land. There are two anchoring places, generally used according to the prevailing monsoon; that on the S. W. side of the island, is called Delisa; it is seldom visited. Provisions may be procured, but the water is unpalatable. The Bay of Tamarida, on the N. E. side of the island, where the King resides, is the most eligible place for refreshments; it is in latitude 12° 39′ North, and longitude 53° 33′ East. The anchorage is in 10 to 12 fathoms, the body of the town bearing South, about a mile off shore. The houses are built of stone and lime, and the town, having several mosques, makes a handsome appearance from the ships.

This island was discovered by the Portuguese in 1503: in 1508 they first landed here, when being offended with the reply to their demand, of the island becoming tributary to the King of Portugal, they attacked the fort, which was but an indifferent one, and after much resistance from the natives, they took it, putting the garrison to the sword.

This island was occasionally visited by our earlier voyagers for aloes. The price in 1610 was 35 to 38 dollars per quintal of 104 lbs. Dragon's blood is sometimes to be met with in small quantities.

PROVISIONS AND REFRESHMENTS.

Bullocks, goats, fish, and dates, are to be procured here at reasonable prices, and the inhabitants are in general civil to strangers. The water is very good, and is got from a small sandy valley, about a quarter of a mile from the town. Firewood is scarce, and procured with difficulty.

Aloes are a bitter, gummy, resinous juice, prepared from a plant of the same name, which grows in several parts of the world, of which there are four sorts, *viz.* Socotrine, Hepatic, Horse, and Cape.

ALOES SOCOTRINE

This drug is brought from Socotra, wrapped in skins; it is of a bright surface, in some degree transparent, of a yellowish red colour, with a purple cast, when in the lump, and of a golden colour when reduced to powder: it is hard and friable in winter, somewhat pliable in summer, and softens between the fingers. Its bitter taste is accompanied with an aromatic flavour, but not sufficient to prevent its being disagreeable: the smell is not very unpleasant, and is something like myrrh. To try its purity, boil four ounces in a quart of water, and it will dissolve into a dark coloured liquor: if adulterated, the impurities will remain undissolved. If in the package of this drug there should be any mixture of rubbish, it will be more advantageous to cleanse it in India, the duty being paid by weight, and purity much advancing the price. The packages should not weigh more than 150 to 200lbs. The purchaser should expect a considerable loss on the skins; and the packages should be greased, to prevent the aloes from sticking.

ALOES HEPATIC.

This sort is produced in other parts as well as the East. The best is usually imported from Barbadoes, in gourd shells, an inferior kind in pots, and a still worse in casks. This kind is generally darker coloured, and less clear than the former, yet it is more compact and dry, though sometimes quite soft and clammy, particularly the cask sort: its taste is intensely bitter and nauseous, without the aromatic flavour of the Socotrine, and its smell is much stronger, and more disagreeable. If any of this sort be brought from India, care should be taken that it be not liquid, a circumstance that lessens its value very considerably.

All aloes brought from India, should be manifested as Hepatic, in consequence of the difference of duty, which is as follows:

	Permanent.	*War Duty.*
Socotrine Aloes, per cwt.	£ 8 8 0 .	£ 2 16 0
All other sorts, ditto	9 16 0 .	1 8 0

The following is an account of the quantities of aloes imported and sold at the East India sales for five years.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt	£	Cwt.	£	£	s.	d.
1804	—	—	10	104	10	104	10	8	0
1805	87	726	19	138	106	864	8	3	0
1806	38	132	—	—	38	132	3	9	6
1807	476	1655	83	407	559	2062	3	12	0
1808	50	75	12	25	62	100	1	12	5

The freight of aloes is calculated at 16 cwt. to the ton.

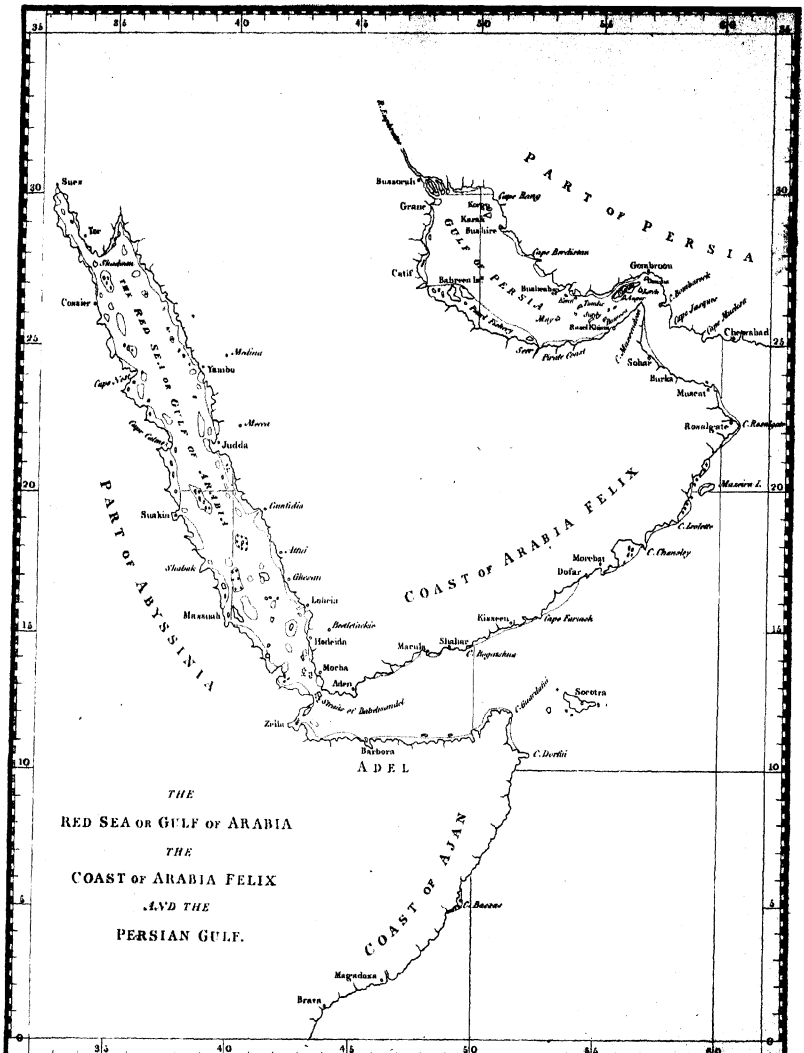
ALOES, HORSE,

Or Caballine, is easily distinguished from both the preceding, by its strong rank smell; in other respects it nearly agrees with the Hepatic, and is not unfrequently sold in its place; it is sometimes prepared so pure and bright, as to render it difficult for the eye to distinguish it from the Socotrine; but it is quickly discovered by the rankness of the smell: should this also be dissipated by art, the aromatic flavour of the finer aloes is a sufficient criterion.

CAPE ALOES.

This kind is, when powdered, yellow, like the other aloes; but the thin pieces, when broken off from the mass, and even the edges of the larger pieces, are transparent, appearing as if made of yellowish brown glass; consequently it has nothing of the dark, cloudy, opaque appearance of the other aloes. This kind should be chosen pure, bright, and free from any impurities; when broken, of a yellowish brown colour, and the less rank the smell, the better.

This article affords a considerable revenue, large quantities being brought into England, principally for home consumption. In 1796 the duties collected thereon amounted to £2,968 3*s*. 7*d*.



THE

RED SEA OR GULF OF ARABIA

THE

COAST OF ARABIA FELIX

AND THE

PERSIAN GULF.

CHAPTER VIII.

The Red Sea, or Gulf of Arabia.

Straits of Babelmandel—Places on the Abyssinian Side of the Gulf—Dahalac—Massuah; Description—Coins, Weights, and Measures—Imports—Exports—Import and Export Duties—Provisions and Refreshments—Port Mornington—Badour—Suakin; Description—Provisions and Refreshments—Cossier; Description—Imports and Exports—Suez; Description—Coins, Weights, and Measures—Imports—Exports—Provisions and Refreshments—Tor; Description—Provisions and Refreshments—Yambo; Description—Judda; Description—Coins—Weights—Imports—Piece-Goods—Other Articles of Import—Exports—Duties and Presents—Port Charges, &c.—Instructions relative to the Trade of Judda—Relative Value of Coins—Provisions and Refreshments—Loheia; Description—Coins, Weights, and Measures—Duties—Provisions and Refreshments—Hodeida; Description—Beetlefackie; Description—Coins, Weights, and Measures—Coffee Trade—Mocha; Description—Coins, Weights, and Measures—Trade between the Red Sea and British India—Trade with other Places—Duties, Port Charges, and Presents—Provisions and Refreshments—Articles procurable at Mocha—Acacia—Acorus—Asphaltum—Balm of Gilead—Civet—Coffee—Dates—Hermodactyls—Junctus Odoratus—Myrrh—Natron—Rhinoceros Horns—Rhinoceros Hides—Sagapenum—Salep—Senna—Shark's Fins—Tragacanth.

THE Straits of Babelmandel, the entrance into this Sea, is formed to the northward by the Cape of the same name in Arabia, in latitude 12° 40′ North, and the Coast of Abyssinia to the southward, having at the entrance the Island of Perim, which is about five miles long. There is a passage on both sides of the Island; the one to the northward between it and Cape Babelmandel, is called the Little Strait; the other to the southward of the Island, is called the Large Strait; the former is most frequented by ships entering, or departing from the Red Sea.

The Coast of Abyssinia, or southern side of this Sea, is but little known to Europeans. The principal places between the entrance and Suez, are Dahalac, Massuah, Suakin, and Cossier.

DAHALAC.

This island is about 7 leagues in extent; the South end is in latitude 15° 32′ North, and longitude 40° 15′ East. It was formerly a place of considerable trade. In 1526 the Portuguese took, plundered, and destroyed the town. Dahalac el Kibeer was formerly the principal port, whichit is nearly enclosed by a chain of islands that lie off at the distance of about two miles; at present there is scarce water enough for a dow to approach the shore; till near the islands, it is seldom more than three or four feet. The port still exhibits many vestiges of its former consequence. The town is about half a mile from the sea, with a sloping beach of sand between; on the northern side are the ruins of two mosques built of

stone, with cupolas at top, but of rude workmanship; to the southward of the town are a number of large tanks for water. Vessels from Massuah and other places occasionally come here to trade.

MASSUAH.

This Bay is in latitude 15° 34 North, and longitude 39° 37 East, on the North side of the high land of Gedam, having a town, called Arkeeko, in the southern part of it, where vessels may anchor in 10 or 12 fathoms, and be sheltered from most winds. Massuah is situated on a small island close to the Abyssinian shore. The fortifications are trifling; the houses are surrounded by fences of reeds; the rooms are detached, and built of the same; within they are lined with mats. The inhabitants are very civil, but are importunate beggars, and occasionally thieves. The chief resides chiefly at Arkeeko, where he has a good house, although the place is not so pleasant. Massuah is the principal seaport of Abyssinia; and were the trade to be turned into any other channel, it would sink into insignificance. The Portuguese, in 1526, reduced this place. There are about 30 tanks for water, which are filled in the rainy season, but they are not sufficient for the supply of the place, and much water is daily brought by boats from Arkeeko. The landing-place is at a pier close to the town, to which boats can come with ease. Though this place may be considered as situated in a very plentiful country, yet all the necessaries of life are dear.

COINS, WEIGHTS, AND MEASURES.

Venetians do not pass current. Dollars, and glass beads, called cantarro, of all kinds and colours, perfect and broken, pass for small money, and are called in their language, boorjookes.

3 of which, or grains	make	1 Kibeer.
10 Kibeers	make	1 Duvani.
4 Duvanis	make	1 Hart, or Dahab.
23 Dahabs	make	1 Dollar, or Patack.

The value of the dollar is therefore 2,760 bourjookes, or beads; the fraction of the patack is the half and quarter.

The Massuah vakia is to the Mocha, as 5 to 6.

The cuba is a wooden measure, containing 62 cubic inches of rain water. The dram is called caffla, 10 of which make a vakia.

IMPORTS.

The trade carried on with Mocha and Judda is considerable; the value of goods imported into Massuah, is estimated at 400,000 dollars per annum, exclusive of cotton wool, which is purchased by the Abyssinians, and of which three ships' cargoes may be disposed of in a year. No merchant here has capital sufficient to enable him to purchase a cargo, nor even a large proportion of it; but experience has given rise to a confidence in the honour of the dealers, which justifies the captain of a ship in trusting his property into their hands. The Banians here are comfortable, some of them men of good property; Hadje Hassan, or Currum Chund, would receive a cargo, and consider themselves responsible for the whole; they would dispose of it in smaller quantities, to people whom they know worthy of credit, who would depart with it into the interior, and in about three months return with the value in gold and other goods. The principal articles of import are as follow:

Benjamin.	Cardamums.	Musk.	Sandal wood.
Cotton wool.	Cinnamon.	Pepper.	Tobacco.
Copper.	Gunpowder.	Piece-goods.	Tin.
Camphire.	Ginger.	Rice.	Tutenague.
Cloves.	Iron, in bars.	Redwood.	Turmeric.
China ware.	Lead.	Steel.	Vermilion.

And many other articles of European manufacture, as glass ware, cutlery, arms, &c.

EXPORTS.

The only articles which Abyssinia produces, are as follow: but of these the quantity is sufficient to pay for the imports, and the former would increase as the trade should extend into those countries where they are produced in the greatest abundance. The prices in 1804 were as follow:

Rhinoceros horns	7½ dollars a frazil.	A good female slave	60 dollars.
Gold	11¼ ditto vakia.	A male, according to age	40 to 80 dollars.
Civet	3½ ditto ditto.	Rice, per bag of 105 lbs.	5 dollars.
Elephants' teeth	22 ditto frazil.	Ghee, per rottolo	2 ditto.
Honey	¼ ditto cuba.	Wax, per frazil	4 ditto.

A considerable caravan arrives at Massuah in February, which brings down slaves, mules, cattle, &c. The balance of trade is in favour of Abyssinia, to the extent of several thousand dollars. Two hundred vakias of gold are brought by each caravan, but at two months' notice, 2,000 could be procured, to pay for such goods as are suitable to the market.

IMPORT AND EXPORT DUTIES.

The Nayib receives 10 per cent. *ad valorem* on all imports and exports, and one dollar for each individual who enters the country to trade; but this is not settled at all times. The following is a list of articles, upon which he demands a duty; and the sum demanded is generally moderate, though graduated by no regular principle of trade.

Tobacco, per bale of 15 mds.	4 dollars.	Fine Piece Goods, per corge	8 dollars.
Rice, per bag of 166 lbs.	¼ ditto	Blue cossaes . . ditto	5 ditto.
Pepper, per 9 frazils	1½ ditto	Baftaes . . . ditto	2½ ditto.
Cotton, per 12 mds. of 28 lbs.	3 ditto	Chintz, of all sorts ditto	1¼ ditto.
Tin, per frazil	¼ ditto	Tutenague . . per frazil	¼ ditto.
Copper, per 20 frazils	3 ditto	No duty on iron and gunpowder.	

PROVISIONS AND REFRESHMENTS.

The under-mentioned are the prices paid to the Nayib, who monopolizes the supplies.

12 fowls	1 dollar.	Cows, each	5 dollars.
2 goats	1 ditto.	Water, 23 skins	1 ditto.
2 sheep	1 ditto.	1 man's load of wood	360 beads.

PORT MORNINGTON

Is in latitude 18° 16′ North, and longitude 38° 32′ East: the N. E. side of the harbour consists of islands; the N. W. side is protected by a peninsula. The only entrance for large vessels is at the northern extremity of the harbour, though dows enter at the southern. The passage is rather narrow, but the whole navy of England might lie within, as in a bason, protected from every wind, in 5 to 7 fathoms, with a bottom free from every danger. On the west end of the large island, in the middle of the bay, is the village

BADOUR.

Here the Dola resides. It is a miserable little place, one small mosque being the only stone building; the rest are grass huts. There is no trade, except an export of ghee, and some tortoise-shell. The dows come this way from Suakin and Massuah, for fear of the Wahabees. Cattle are in great plenty; sheep and poultry are also in abundance; the prices demanded are, however, high. Bullocks 5 to 7 dollars each. Fowls, 8 for a dollar. Sheep more reasonable, a good fat one being procured for a dollar. Money is but little known here, white Surat cloths being more valuable, as two pieces, each of a dollar, would purchase a bullock. Water is to be had, which, though not very good, is equal to that of Mocha.

SUAKIN.

This town is situated on a small island, in latitude 19° 5′ North, and longitude 37° 33′ East; the port is deemed one of the best in the Red Sea. It was formerly very important, and extremely opulent. A Portuguese writer, who visited it about 1540, thus describes it:

"Suakin is at present one of the richest cities in the East, standing near the coast of Abyssinia; it "equals, if not exceeds the most eminent places, in the goodness and security of its harbour, facility in "lading and unlading ships, traffic with remote countries, strength and advantageous situation of the "town, &c. The harbour is sheltered by nature from all winds, and the waters are so smooth and still, "that the tides are scarcely perceptible. It is capable of containing 200 large ships, besides a prodigious "number of gallies; the road is from 5 to 10 fathoms deep, the ships come up close to the shore, quite "round the city, and may be laden, by laying a plank from them to the warehouses of the merchants."

With respect to commerce, it traded at that time to the Peninsula of India, the Arabian and Persian Gulfs, and other countries. Since the above period, this place has fallen under the dominion of the Turks, and has lost its commerce and consequence, and is now only kept from total ruin, by the caravans which still come annually from the interior of Africa, in their way to Mecca. The town is nearly in ruins; two mosques give it a handsome appearance at a distance, and the buildings being whitewashed, and on an elevation, look much better than they really are. It covers the whole of a small island, as it did in former times; but instead of a number of ships, there are only a few miserable dows anchored alongside the houses. A trade is, however, carried on with Hodeida, Mocha, and Judda, for slaves, horses, and elephants' teeth.

PROVISIONS AND REFRESHMENTS

Are to be procured here in abundance. Water is good and tolerably clear; it is to be got from wells and tanks in skins, 25 for a dollar. Fish are in plenty, and cheap. Sheep from 1½ to 2 dollars each. Fowls are scarce, about four for a dollar. Bullocks 6 to 7 dollars each, and vegetables plenty and cheap.

COSSIER.

This town is in latitude 26° 8′ North, and longitude 34° 15′ East. It is an open roadstead, with very bad holding ground; there is always a heavy swell setting in here; and from the smallness of the anchorage, the shipping are obliged to lie very close to the shore. It has been a place of great note, and is still considerable for the exportation of grain to Arabia, which is brought by caravans from the Nile. The Fort of Cossier stands upon a rising ground, and is a square building, of about 400 yards in circumference. It was formerly strong enough to have withstood a regular attack, the walls being of stone, and raised to a considerable height; but at present it is in a defenceless state; the breaches which time has made in it, being repaired with mud, and not more than three dismantled cannon left to protect it. The town now is in a most miserable condition; of all the numerous houses which once reared their heads here, nothing but the walls are standing; of mosques, only the remains of two can be discerned; but if the town displays so unfavourable an appearance, it falls infinitely short of the dreary aspect of the country around it. Though the garrison is under the command of a Turkish officer, appointed by the Bey of Cairo, the government of the town is entirely in the hands of the Arabs.

IMPORTS AND EXPORTS.

Various kinds of Asiatic commodities are imported and sent into the interior, by the caravans which bring down the grain to the coast. Except grain, the exports are but trifling, and the whole commerce of the port is carried on by the Arabs.

SUEZ.

This town, which is situated at the head of the Red Sea, is in latitude 30° 1′ North, and longitude 32° 28′ East, and is about one mile and a half in circuit. Here are three channels, running near the East end of the town, that form a curve uniting into one branch, which runs westward to the back of the town, receiving at spring tides, dows and other small vessels. It is nearly two miles and a half from the town to the bar. Suez is not fortified; the houses are built closely together, and there are only two passages into the city, of which that nearest the sea is open, the other shut by a gate. It was formerly a place of considerable splendour: each Bey of Egypt had a house, wherein his factor resided. The buildings are many of them large, but at present little more than a heap of ruins, chiefly owing to the wanton injuries of the French, who thus revenged themselves on the Beys for retiring into Upper Egypt, and not permitting themselves to be subdued.

In December and January, the pilgrims assemble here to proceed to Judda. Immediately on a ship making her appearance, a boat is sent on board to enquire the purpose of her coming, and the officer usually brings a small present from the Governor, consisting of a sheep, &c. As the messenger is generally a man of some rank, it is usual to salute him with three guns. The most acceptable presents are, double-barrelled silver mounted guns and pistols, China bowls, repeating watches, shawls, kincobs, muslins, &c. Any of these things given the Governor, and some trifle of the same kind to the officer of the customs, will ensure you great respect, and prevent your goods and baggage being tumbled and searched.

COINS.

The principal current coins are burbers, medines, sequins, and Spanish dollars. The burber is a copper coin, 12 of which make a medine. The sequin is of two sorts, one called Fundunclee, and passes current for 146 medines; the other zermabob, which passes for 110 medines. The asper, though not coined in Egypt, passes current here, 3 aspers making 1 medine.

WEIGHTS AND MEASURES.

Four grains make 1 kellat, 16 of which make a dram, of which all the weights are compounded.

1½	dram is	1 metigal, by which gold and silver are weighed.
144	ditto	1 rottolo, equal to 1lb. 4 ounces avoirdupois.
400	ditto	1 oke, by which sugar and other heavy goods are weighed.

The quintal varies from 110 to 150 rottolos, according to the species of goods to be weighed.

IMPORTS.

There are six or eight large ships belonging to this port, which trade to Judda, and make sometimes two voyages in a year, some of them upwards of 1,000 tons burthen. The principal article of import is coffee, of which 6,000 tons are said to be brought annually into Egypt; the other articles of India produce are similar to those enumerated at Judda.

EXPORTS.

Immense quantities of grain are sent from Suez and Cossier to Arabia; upon a moderate calculation, not less than 20,000 tons per annum: the balance is paid in bullion.

PROVISIONS AND REFRESHMENTS.

The necessaries of life are very scarce, and consequently dear. All kinds of animal food and fish are difficult to be procured. Bread, butter, and milk, in small quantities. To the westward of the town, there is a well of brackish water; but the water to supply the shipping, and town of Suez, is brought on camels from springs at a considerable distance to the eastward of the road, and is very indifferent.

TOR.

This harbour is situated in latitude 28° 19 North, and longitude 33° 28 East; it is formed to the southward by a reef of coral rocks, and to the northward by a low point of land, on which is placed a beacon; it is a plain stone building, secured by piles, about 30 feet high, with a mast placed in the middle, and may be seen very plainly at three leagues distance. The town is situated at the N. E. part of the harbour, and is inhabited by Greeks and Bedouin Arabs; near the town there are the remains of a well-constructed fortification. When the strong northerly winds are blowing, the cargoes which are brought from Judda, and intended for Suez, are landed at this place, and carried on camels to their place of destination.

PROVISIONS AND REFRESHMENTS.

Here is the best water of any place in the Red Sea, and you bale it out of three wells, that are not more than 200 yards from the beach. You can get no refreshments of any kind here; but there is a monastery on Mount Sinai, about 20 miles from Tor, from whence you may now and then get some fruit and vegetables, brought down by a Greek priest.

YAMBO

Is a considerable town in latitude 24° 10 North, and longitude 38° 21 East. It is the seaport of Medina, from which it is distant about 100 miles; here the pilgrims from Egypt land, it being the port

from which the communication is more immediately carried on with Egypt. It is the general resort of all the Arab vessels that ply on this sea, and has a safe and convenient harbour for their protection in bad weather. Its situation behind a chain of shoals and breakers, secluded it from the knowledge of European navigators till 1777, when a country vessel bound to Suez was inveigled into the harbour, seized, and subjected to heavy exactions previous to her liberation; the perfidious conduct of the natives, therefore, upon this occasion ought to be a warning to all ships to avoid so dangerous a set of men. The town is at the bottom of the bay or harbour, and is in a ruinous condition; there are the remains of a fort here, and a few old guns, but the firing of them would endanger the safety of the fortifications.

JUDDA.

This town is situated in latitude 21° 29′ North, and longitude 39° 15′ East; it is a port of considerable trade, arising from the numerous pilgrims who come from the various Mahometan countries to visit Mecca, which is about 21 miles inland. The entrance to the road is full of shoals; it would therefore be imprudent to attempt going in without a pilot; if signals are made with two guns, the native pilots will meet a ship well outside, and carry her to the anchorage, which is in 12 fathoms, three miles distant from the shore, the town bearing about E. by S.

The town of Judda is superior to that of Mocha. The houses are built of large blocks of Madrepore; and the streets are very narrow, which is an advantage, as they are consequently shaded the greater part of the day. The landing-place is in front of the Vizier's palace; which is pleasantly situated close to the sea; the custom-house likewise faces the sea, and is a handsome lofty building. The ground rising from the sea, gives the town a good appearance.

The English formerly carried on a considerable trade here; but of late years it has much declined, in consequence of the numerous extortions under the head of presents, &c. and the insolence and ill-treatment to which all Christians are subject in Mahometan countries.

Though the trade of Judda is still considerable, yet it is only a mart between Egypt and India. The ships from Suez do not proceed farther than this port, and those from India are seldom permitted to proceed to Suez; they have also a trade across the Gulf to Cossier and Massuah.

COINS.

Accounts are kept in cruse and duances, 40 of the latter making one of the former.

No money is coined here. Foreign coins of all denominations pass current. From the great influx of pilgrims, large quantities of small coins are in circulation, but they are never carried out of the country by Europeans.

List of Silver and Gold Coins at Judda, and what they commonly pass current for.

	Dollars.	oz.	dwt.		
Judda weight	100	87	4	250	cruse.
German crowns	100	91	6	255	ditto.
Razeens (Barbary)	100	87	4	240	ditto.
Lump silver, if good	100	87	4	250	ditto.
Pistareens of Philip V.	100	87	4	225	ditto.
Lyon dollars	100	87	0	195 to 200.	
Pope's coins, per 100				125	ditto.
Muscovy coins				150	ditto.
Bar silver	100	87	4	250	ditto.

Zelottas, per tale . 100 Dollars	100 to 105 cruse.
Venetians 100=22½ Sicca Rupees	4¼ ditto
Stamboles	4¼ ditto
Zermabobs	3⅛ ditto
Gingelees	3 ditto
Turahs	3 ditto
Gubbers, 100 of which are 2½ per cent less than that of Venetians, or Stamboles	4¼ ditto
Ring gold, sold per vakia	40 ditto

The exchange at Judda fluctuates, but the general average may be taken at 250 Judda cruse per hundred Spanish head dollars. The pillar and head dollar are esteemed here of the same value, although the

pillar is about 2 per cent. better than the head. French crowns are 13 per cent. less, though of equal standard, by which you may gain an advantage in purchasing French crowns, or pillar dollars; but if possible, avoid taking any gold coins to India upon your own account.

WEIGHTS.

Are vakeas, rattles, maunds, frazils, bahars, and are thus divided.

15 Vakeas	make	1 Rattle.	
2 Rattles		1 Maund.	
10 Maunds		1 Frazil.	
10 Frazils		1 Bahar.	

But as all goods are weighed by the steelyards, after the Turkish manner, the European as well as the Turkey merchants, are obliged to rest contented with such weights as the weigher thinks proper to give them. No merchants are allowed to weigh goods, when bought or sold, at their houses; besides this, there is an unreasonable custom of certain allowances on all weighable goods; the particulars of such allowances, besides the tares, being as follow:

Agala wood	10 per cent.	Lump Lac	20 per cent.
Beetle nut	10 ditto	Metals of all kinds	5 ditto
Cloves	10 ditto	Nutmegs	10 ditto
Camphire	5 ditto	Pepper	10 ditto
Cardamums	10 ditto	Sugar	20 ditto
Calambac	10 ditto	Sandal wood	10 ditto
Cinnamon	10 ditto	Stick Lac	20 ditto
Ginger	10 ditto	Thread	10 ditto
Long pepper	20 ditto	Turmeric	10 ditto

IMPORTS.

The principal article of import from India is piece goods, of which the following are the proper lengths and breadths, and should be as near these dimensions as possible.

Baftaes.	Dacca	24 covids by 2	
	Jugdea	24 . . 2	
	Chaundpore	24 . . 2	
	Jamawars	8 . . 2	
Comconnas	Patna	36 . . 2	
Cowpeaches		26 . . 1 1/8	
Cossaes.	Patna	26 . . 2 1/4	
	Cogmary	40 . . 2 1/4	
	Maulda	40 . . 2 1/4	
	Asmarry	38 . . 2	
	Bengallynatties	34 . . 1 1/4	
	Bahar	34 . . 1 1/4	
Doreas.	Charconnas	40 . . 2	
	Silk flowered	40 . . 2	
	White ditto	40 . . 2	
	Plain	40 . . 2	
	Coincallas	40 . . 2	
Dimities		24 . . 2	
Emerties	Patna	27 . . 1 5/8	
Elatchees	Maulda	18 . . 1 1/2	
Gurmasmoots		44 . . 1 5/8	
Hummums		24 . . 3	
Keish		5 1/2 . . 3	
Mungadooties		8 . . 2	

Mulmuls.	Patna	36 covids by 2	
	Mahmoodatties	40 . . 2	
	Annundees	38 . . 2	
	Santipore	40 . . 2 1/4	
	Savagepore	40 . . 2 1/4	
	Mutchacols	32 . . 1 1/8	
	Savadohatts	40 . . 2 1/4	
	Gold	32 . . 1 1/4	
	Sarries	32 . . 1 1/8	
S. ces.	Limboa	24 . . 2	
	Bulgarry	24 . . 2	
	Mumpore	24 . . 2	
Soot Romals		15 in a piece	
Seerbands	Sonargams	40 covids by 1 1/8	
Seersuckers	white	24 . . 2	
Terrindams		40 . . 2 1/4	
Tanjebs.	Dacca	38 . . 1 7/8	
	Annundee	36 . . 1 1/4	
	Santoose	40 . . 2 1/4	
	Bowally	36 . . 1 1/4	
Vizagapatam	long cloth	72 covids long	
Soosees.	Jamawars	22 . . 1 1/2	
	White	42 . . 1 1/2	
	Poeta	42 . . 1 1/2	

The following commodities are likewise imported from India:

Benjamin.	Camphire.	Planks.	Silk, raw.
Beetle nut.	Ginger.	Quicksilver.	Shawls.
Cassia.	Iron.	Rice.	Saltpetre.
Cotton wool.	Lump Lac.	Sandal wood.	Tin.
Cotton thread.	Lead.	Stick lac.	Tutenague.
Cardamums.	Musk.	Sapan wood.	Turmeric.
China ware.	Nutmegs.	Sugar.	Tobacco.
Cinnamon.	Opium.	Sugar candy.	Thread.
Cloves.	Pepper.	Steel.	Vermilion.

The demand for British manufactures, and other European articles, is very trifling.

EXPORTS.

Very few articles are procured at Judda; coffee is the principal. The balance of trade with India is carried back in Spanish, Venetian, and German coins, and occasionally a few pearls.

DUTIES AND PRESENTS.

Piece-goods pay 8 per cent. customs in specie, and all other goods are valued by the custom-house officers, and whatever value they put on them, they will never abate. As all piece-goods pay in specie, it is proper to pack even hundreds in every bale; or thus, 100 pieces, 125, 150, 175, 200, &c. for whatever odd pieces the officers find in a bale, they value at an unreasonable rate; neither is this to be remedied but by the Bashaw, to whom you can seldom obtain admission for that purpose.

Considerable presents are necessary here, both in piece-goods and money; the following is a list of presents given to the Bashaw and his officers, with the different assortment of goods, and the species they are to consist of.

			Cruse.
Bashaw	42	pieces, value	500
Xeriff	42	ditto	500
Visier	21	ditto	250
Kial Bashaw	21	ditto	250
Eusaphager Visier	12	ditto	130
Devan Effendy	13	ditto	140
Aboosuid Caffas	13	ditto	140
Kasnagar Aga	12	ditto	130
Visier of Mecca	15	ditto	160
Bash Cattel	43	ditto	140
Zeiny Effendy	13	ditto	140
Shebander Mecca	8	ditto	80
Selecta Aga	5	pieces, value	50
Jockadar	5	ditto	40
Eusoph kia Judda	5	ditto	60
Surbashey, or Cutual	3	ditto	25
Obadashey Azaban	3	ditto	25
Obadashey Janizary	3	ditto	25
Bashaw's custom porters	3	ditto	25
Xeriff's ditto	3	ditto	25
Four Peons at the gate	12	ditto	70
Pilot	6	ditto	30
Shroff	8	ditto	85
Total . . Pieces	281	Value	3,000

The above presents are to be made out of such goods as are in your cargo, of fine, middling, and coarse. The Bashaw's and Xeriff's presents are 24 pieces each, as by the foregoing list; and these to consist of two pieces of every assortment of the finest and middling goods; and should a few pieces be wanting, you

are to make up the deficiency out of the ordinary assortments. The Bashaw Kia, and the Xeriff Visier, are to have 21 pieces each, as by the list, and that, one piece of each assortment, as the Bashaw and Xeriff have; the rest of the officers' presents are to be made out of the middling and ordinary assortments; and care must be taken that the quantity of pieces given to each person, may be sorted, so that the valuation by the list may not be exceeded. The presents in money, are to the petty officers after visiting the Bashaw, and amount in the whole to 280 Judda cruse.

Port Charges, and Boat and Cooley Hire.

Pilotage in and out	100 cruse.	Boat hire for shipping off baggage	30 cruse.
Anchorage, to the Xeriff	500 ditto	Cooley hire, and buxies	12 ditto
Ditto, to the Bashaw	500 ditto	Mirbhar's present	25 ditto
Ditto, to the Kia	50 ditto	Ditto deputy's present	16 ditto
Order for the ship's sailing	35 ditto	Arab writer's wages	250 ditto
Boat hire, on baggage	30 ditto	House rent	1,000 ditto
Cooley hire	10 ditto	Present to linguist	600 ditto

Custom-house searchers for cutting the bales to clear the customs, 8 bales for a cruse.

To the Bashaw's guard on board, 1 cruse per day till cleared, and 20 cruse as buxies.

The Rates of Boat Hire are as follow.

Robins of Pepper, each	14 duanees.	Chests of Benjamin, each	14 duanees.
Bales of Cardamums	14 ditto	Bags of rice, sugar, &c.	7 ditto
Chests of China ware	14 ditto	Lead and Tutenague, in slabs	7 ditto
Chests of lac, &c.	14 ditto	Boat hire, and writer's fees	25 ditto

The Rates of Cooley Hire are as follow.

Bales of Pepper	9 per cruse.	Bags of rice, sugar, &c.	20 per cruse.
Ditto Cardamums	9 ditto	Stowing bales in godown	10 ditto
Chests of China ware	2 ditto	Chests of Benjamin	9 ditto

Instructions respecting the Trade from India to Judda, by J. H. Elmore.

As soon as you anchor in the harbour of Judda, the Enubar and officers of the Bashaw will come off, and demand a manifest of your cargo, that is, the number of packages; they do not enquire about the contents—only say, so many chests of China ware; so many bales of Bengal goods, &c. The only man I can recommend to you at Judda is Shaik Ally, as an Arab writer, (which it is neccessary you should have); he will also serve as your broker.

When the Enubar's boat leaves you, he will leave two custom-house officers on board, who will remain till the cargo is all delivered, and the ship searched, to whom, during their stay, there is a customary daily allowance for provisions. In addition to these officers, there will be a boat moored a-stern of you every night while any cargo remains on board: and do not suffer your own boat to leave the ship, except when it cannot be avoided, as the officers of Government are both troublesome and insolent, stopping, and searching your people, &c. but as soon as the ship is cleared and searched, this ceremony is dispensed with, and no longer pursued, and you have a free communication with the shore.

Should it so happen that you arrive at Judda before the Hodjee, get permission to go on shore as soon as possible, and in this case the Government will wish to hasten you; so that there will be no difficulty in

procuring the indulgence. But do not leave the ship, until you have agreed to be allowed to chuse your own broker and shroff: and have it in writing under their signature, or else they will impose some creature of their own upon you, who pay them for it. I have already said, that Shaik Ally will probably be your broker, and assist you in chusing a shroff, if you cannot get Hodjee Hogg Sayell, who is the most honest man in the English service, at Judda: stipulate with them also, that all your cargo pay the duties, charges, &c. in kind, which will amount to 8 or 9 per cent. and that it be opened and examined at your own house only, and by no means in the public custom-house.

A good house, with convenient warehouses and godowns, will cost you from 300 to 400 cruse for the season.

When you go on shore, your first visit is to the Bashaw, and then to the Xeriff, after which, and you have returned to your own house, begin to land your cargo as fast as possible, and arrange it in your godowns for inspection (taking care it comes immediately from your boats to your house, and not to go near the custom-house,) sorting each description of goods by themselves, freight and private trade promiscuously; and when all is assorted, send information to the Government, that your cargo is ready for examination.

When the Bashaw and Visier come, point out to them the different parcels of baftas, &c. and tell them they contain such a number of pieces, of such and such goods, but be very exact as to the quantity, and number in each bale: for if they find the number agree with your account, they will not open more than a bale or two of each kind; but if the number differs from your report, they will open every bale of your cargo: this will be exceeding troublesome, and cause you to be suspected in all your future dealings.

When this job of examination and settling the customs is over (which you will find the most troublesome of any you will meet with at Judda,) you are to make up the Government presents of piece-goods, two or three pieces of each kind in your cargo, probably to the amount of 4,000 cruse; of this, Shaik Ally will inform you particularly. These presents must not be charged to the owners alone, but in proportion to all the freighters; and your brokerage, which will be about 1,500 or 2,000 cruse (including your Arab writer), must be charged in like proportions.

Your presents being delivered, find out (among the shroffs) what is the price of old and new German crowns, Venetians, stamboles, zirmabobs, and other coins; but do not buy any zirmabobs, missiree, or gingerlys, as they do not turn to advantage; the best guide for your direction, is to have the product of these coins from the Bombay and Madras mints, and make your purchase of them according to your calculation.

When you are thus prepared, the merchants will come to you, and even press upon you, if the Hodjee is near. You need not talk of ready money, as none pay until after the Hodjee; so that you must make your bargains to be paid after the Hodjee, and their returns from Mecca, together with the specie in which you will be paid, and the rate of exchange of each kind of coin; all these articles must be booked by your writer, as his book is your voucher in case any dispute arises, (and indeed this is the only real use of having an Arab writer).

The first offer is invariably the best; and if you can agree with one person for your whole cargo, you will reap a double advantage, for you will get a larger price, and less trouble. The time from your arrival, until the time of the Hodjee, will be very short; and after its arrival, your goods will not sell, at least not to such a good account.

You are to be guided by the character of the merchants to whom you give credit. In this I will not pretend to guide you, as the honest man of one year may turn out otherwise the year following; and by presents and bribery to Government, may purchase his protection; or may probably be able so far to influence Government to prohibit any others, but himself and his creatures, from purchasing your goods. As a

guide, I can tell you what they say of each other: "If he has been at Mecca once, take care of him; if "he has been there twice, do not trust him; but if he has been there three times, have no kind of dealing "with him, for he will cheat you."

There is one thing I cannot omit in this place. In the event of your selling the whole of your cargo to one person, or only one particular species of goods, you ought to observe (as they buy them at an average price) that the proprietors of fine goods of that specie, should have a proportionate advance upon their goods; and consequently the proprietors of coarse goods should have such an advance taken from the amount sale of their goods, being of a worse quality; and only sold (probably) by the demand of the other (fine) goods.

As soon as the merchants return from Mecca, which will be about a month, begin to collect your money, and send it off to your ship immediately as you receive it; and never, if you can possibly help it, keep any in your house; and at the same time call upon all the merchants and pilgrims, and fix upon a day for sailing. The merchants will by this means prepare their treasure, freight, and themselves, as passengers; from whom, and the pilgrim passengers, the Captain's principal emolument arises, as he has so much a head for each, as well as so much more for his water and provisions; both of which, by custom, are allowed to him by the owners of the ship.

A further emolument of the Captain arises from insuring the freight treasure which he takes on board, and which the native merchants never object to, although he may be a passenger on board, and will take the Captain's guarantee, though not worth a sous, for lacs of dollars, if he has so much on board.

The freight of treasure from Judda to Surat, Bombay, or Madras, is generally 3 per cent.; the premium of insurance, as the Captain can agree, from one to two and a half per cent. The freight of gruff goods is arbitrary, as it must be agreed upon by both parties.

Should the season be so far advanced, as to make it doubtful whether your ship will be able to go to Surat, deliver her freight, and leave it before the full moon in March (or not.) It would be better to decline taking any Surat freight, unless the merchants will allow you to send the treasure by some other conveyance from Bombay, immediately upon your arrival there; if they agree to this, the additional expence must be paid by their constituent at Surat, and not by you. If you can prevail upon them to do this, it will considerably increase your freight, as they have large consignments from thence in Guzzerat, Cossimbuzar, and Bengal piece-goods, &c. and consequently have large remittances to make.

Probably, if the prices of goods are low at Judda, and you do not sell at the first offer, your Arab writer will endeavour to persuade you to send them to Mecca, in hopes of their being entrusted to his care, and himself with the sale at the Hodjee, and have the commissions; they will furnish you with very specious and favourable accounts of the markets, as well as bringing numbers of people to recommend them, as being well acquainted with the markets, and of the highest integrity. But do not on any account fall into this snare; for as certain as you send goods to Mecca on your own account, to be sold at the Hodjee, you will be a considerable loser (if not lose the whole) by the speculation.

The customs upon your China ware and goods will be settled by the Government, and (though it may be extravagantly exorbitant, complaint is useless, as you can have no redress) from the account you give them, and which should be done by the supercargo or purser, in the public custom-house; as it is a necessary form, it ought to be complied with.

Your musk and agala wood they will weigh in the custom-house, and probably want to open it there to satisfy themselves; but you must not allow it to be done. If they want to see the contents of your packages, let them come to your house; for if you open any thing in the custom-house, you may rest assured of losing 25 per cent. and you cannot possibly help it, they are such expert thieves.

When they deliver you the amount of customs upon your gruff goods, it will be 10 per cent. above what the customs should be.

Upon both piece-goods and gruff cargo they charge you, under the head of Calum and Xeralphie, 10 per cent. upon the amount of your customs, which they call fees, for the different writers and people attached to the custom-house. By a small fee you may prevail upon them to take your China ware at five per cent. without unpacking or counting, which will reduce the whole of your customs to about 11 or 12 per cent.; and if the time before the Hodjee is short, the Government will readily agree to this; but will take ten cups from every chest of China ware, exclusive of the customs. What this is done for, I could not find out, only that it was an old established custom. As you generally sell your China ware by the corge, which is 20 in all parts of India, you are to recollect that the corge is 22 at Judda.

When you sell your sugar-candy, or any thing else by weight, send for the custom-house steelyards (as it will prevent disputes), and have the goods weighed and delivered at your own house. They make arbitrary deductions from 5 to 20 per cent. for tare of the packages, therefore agree previously about the tare. Sugar-candy is about 10 per cent.; upon this account a small present to the custom-house weighman (conveyed privately) may be advantageously disposed of, as he generally fixes the tare; and as well as his present, give him a few cruse and a bottle of arrack occasionally. If the Bashaw purchases your cargo, or any part of it, the weighman dare not shew you the smallest favour in the delivery; on the contrary, you may expect the reverse: but even in this your present will not be misapplied, as he will for arrack and a few cruse, do all he dare to serve you.

Insist upon your shroff having the weighing of your musk: it will save you a great deal. Musk sells by the rattle (of 400 drams).

You pay 1,000 to 1,200 cruse anchorage, with about 350 cruse when you get on the coast, which will be all the charges, beside the pilotage, you have to pay at Judda.

It may be now necessary to caution you against disputes, which will unavoidably arise (either about your prices, payments, money, or goods), that they should be settled amicably, if possible, by your shroff, or by merchants of respectability; but if you are under the necessity of referring the dispute to the Government, apply to whoever has the most weight at Judda, either the Bashaw or the Xeriffs, but not without a present. If your application is to the Bashaw, go yourself personally; and if to the Xeriff, go to his house in Judda: if he is absent, write to him to Mecca, through your Arab writer. But all this is only upon the most urgent necessity, for all communication with the Government ought to cease immediately after paying your present, and paying your customs.

Having finished your business at Judda, which will probably be in the end of July, and able to sail by the 1st of August, you will perhaps get to Mocha by the 10th, of which you should inform the broker before you leave Mocha to go up the Red Sea, and desire him to procure you all the freight he can, and have it ready by this time. The freight from Mocha to Bombay is 2½ per cent. for treasure, and to Surat, to be delivered free of all charges to the consignees, 3 per cent. for gold, and 4½ for silver; by this mode you will be able to do all your business, and leave Mocha, perhaps with a full freight, by the 20th of August, (particularly if it should be a year when there is no Company's ship there; then there will be little doubt of your getting full of freight), by which means you will get to Bombay in the early part of September, and have fine weather, and a whole season before you to go to Surat, if necessary.

The customs upon piece-goods being taken in kind at Judda, the Government allow the purser and linguist the customs arising to it, of two bales, *viz.* one bale each, and give them leave to pick the two richest bales in the cargo for themselves. The Captain being generally his own purser, this is also one of his perquisites, as well as his freight treasure: he draws the following primage, *viz.* on every 1,250 cruse, he has one German crown; the signing every bill of lading, one German crown; every passenger on going on board, one German crown; and on every bale, chest, bundle, or package whatsoever of freight, 25 duanees each.

A comparative View of the relative Value of Coins taken at Judda, with Bombay.

100 Mexico dollars will mint	239	2	74	100 old abassees will mint	226	3	80
100 French crowns	239	0	59	100 new abasses	256	3	0
100 English crowns	239	2	74	100 estimates	239	2	74
100 Pillar dollars	241	3	38	100 old Seville estimates	242	3	70
100 German crowns	226	3	92	100 Peru, or cobb dollars	224	2	28
100 Duccatoons	244	1	39	100 lion dollars	193	1	4

Should you wish to coin your silver, the above statement will be found pretty correct, exclusive of mintage, which amounts to about 4 per cent.; but if your ship is going to Madras and Bengal, it is better to sell your silver to the shroff, than to coin it. One hundred ounces of standard silver will bring 258½ or 259 Arcot rupees; and there being only 1 per cent. difference between Arcot and Madras rupees, makes it 7 per cent. better thus to sell to the shroffs, than coining it into Madras rupees.

From the above statement, it would be best, in making your sales, to fix both the price and value of your silver and gold coin (in cruse) with the merchant. In this be very exact, and observe that gold fluctuates more than silver all over India: it would be necessary, therefore, before you leave Calcutta, Madras, Bombay, or Surat, to have the price current of all kinds of coins, from the Shroffs, in the current rupee of the place; by this means you will know to a certainty what your coins will produce, and the best market for the sale of them: add to this, large sums are paid at Judda in gold, and a small error in calculation may amount to a considerable sum. And be guarded, upon the receipt of gold, not to suffer them to charge you 2 per cent. for what they call overweight; or if obliged to allow it, make your estimate of their relative value accordingly.

The Grand Signor's customs on goods imported by the English through his dominions, are 5 per cent.; however the Bashaw of Judda, under pretence that Judda is not named in the phirmaund for our trade, has always imposed a great deal more: he takes 4 per cent. for himself; 4 per cent. for the Xeriffs, and the other impositions may be reckoned at 4 per cent more; making the whole aggregate amount equal to at least 12 per cent.

The trade with Judda is on the decline: at one period the English paid upwards of £50,000 sterling duties per annum; yet the abuses and extortions multiplied daily: this, with the progress recently made by the Wahabites, a new religious sect in Arabia, has occasioned the almost entire abandonment of the trade by Europeans. The progress of these reformers has been audacious and successful. Mecca and Medina, so long considered by Mahometans the two principal cities in Arabia, have been taken by them; Mecca, on the 27th of April, 1803, when the splendid tombs and public buildings were levelled with the ground; Medina, and the tomb of the Prophet, shared the same fate in 1804. They afterwards attacked Judda with a considerable force, but were repulsed; they however reduced the town to such distress, that the Xeriff and principal inhabitants had recourse to negotiation, and purchased a peace for 130,000 dollars, when the Wahabites retired into the interior.

Yambo, Loheia, and Hodeida have been taken and plundered at different times by them.

PROVISIONS AND REFRESHMENTS.

Sheep and a few bullocks are to be procured, but at high prices. The bazar is well supplied with fruit and vegetables.

Europeans are only permitted to go into the bazar to purchase the few articles they require, and are subject to much insolence from the natives.

LOHEIA

Is a considerable town, situated in latitude 15° 44′ North, and longitude 42° 44′ East. It is at the bottom of a deep bay, protected from the sea by the large island Camaran, and a group of smaller to the N. W. Loheia is without walls, though not entirely defenceless: several towers, guarded by soldiers, stand at equal distances round it, some of which will admit cannon. Many of the houses are built of stone, but the greater number are mud huts thatched with grass. The harbour is at present so shallow, that even the smallest vessels are obliged to anchor at a great distance from the town; and at low water laden boats cannot even approach it. Notwithstanding this disadvantage, a considerable trade in coffee is carried on here: this coffee is not reckoned so good as that which comes from Beetlefackie, and is shipped at Mocha and Hodeida; but it is to be purchased more reasonably, and the carriage to Judda costs less. On this account several merchants from Cairo reside here, and there are about forty Banians employed in different trades. The French recently made application at Loheia for permission to settle a factory on the island of Camaran. Its situation is good for watching all vessels going up or down the Red Sea, but would be of little use in a commercial point of view. This island was visited by the Portuguese in 1513, when they captured many vessels, and wintered here.

COINS.

The only money is a small piece of base and adulterated silver, about the size of a sixpence, called commassee, and by this all the different denominations of foreign coins are ascertained. There are likewise half commassees, which are the smallest coin current.

1 Venetian sequin passes for .	90 Commassees	1 Barbary sequin passes for .	80 Commassees
1 Fundunclee	80 ditto	1 Dollar, or patack	40 ditto

When the Indian merchants or vessels are here, the fundunclee is raised 3 commassees more; but all specie is scarce, notwithstanding the quantity brought hither in dollars, which is the coin in which all purchases are made. When it is necessary to change dollars, the shroff, or broker, only allows 39 instead of 40 commassees, so that there is a loss on the exchange of 2½ per cent.

WEIGHTS AND MEASURES.

The weights are the dram, ounce, rottolo, and quintal. Their proportions are as follow:

10 drams	make	1 ounce
16 ounces	make	1 rottolo
100 rottolos	make	1 quintal

The rottolos are of two sorts, one of 140 drams, which is used in selling fine goods; the other of 160, which is used in weighing sugar, lead, and other heavy articles. There is also another weight, called the faranzula, equal to 20 rottolos.

The long measure is the peck of 27 inches.

IMPORT AND EXPORT DUTIES.

All Indian goods imported directly from India, pay 5 per cent.; but all goods whatever brought from Judda by merchants, whether Turks or natives, pay 7 per cent. Presents are necessary here, as well as in all other places in the Red Sea.

HODEIDA

Is in latitude 15° 10′ North, and is the seaport of Beetlefackie. The harbour is somewhat better than that of Loheia, yet large vessels cannot enter it. The town is large, and the mansion of the Dola, or Governor, the mosques, the custom-house, and the houses of the principal merchants are built of stone; the rest consist of huts built in an ordinary manner. Near the sea stands a small castle, which is not capable of much defence.

COINS, WEIGHTS, AND MEASURES

Are the same as at Beetlefackie. The Spanish dollar is the principal currency, which is equal to 40 cavears, an imaginary coin.

BEETLEFACKIE

Is about 30 miles distance from Hodeida, in latitude 15° 10′ North. The town stands on a plain, and the houses, many of which are of stone, are built separate. There is a kind of castle, sufficiently strong to resist the roving Arabs. It is in a favourable situation for trade, being only half a day's journey from the hills on which the coffee grows, and but a few days' journey from Mocha, Loheia, and Hodeida: it is therefore the principal mart for it, and this trade brings merchants from Egypt, Persia, Abyssinia, and India. Here are also a number of Banians from Guzzerat, who are allowed the free exercise of their religion. This place is seldom visited by Europeans, as they transact their business with the Banians at Mocha.

COINS, WEIGHTS, AND MEASURES.

Accounts are kept in Spanish dollars and cavears; 40 cavears are equal to one Spanish dollar: cavears are an imaginary coin, both here, and at Mocha. All foreign coins pass current, and as coffee is always paid for in ready money, large quantities of various kinds of foreign coins are to be met with. The custom-house weights are vakias, rattles, maunds, and frazils, thus divided:

15 Vakias	make	1 Rattle	lbs.	oz.	dwts.	gr.
2 Rattles		1 Maund weighs . . .	2	0	10	23
10 Maunds		1 Frazil	20	6	4	0
40 Frazils		1 Bahar	814 to 816 lbs.			

They reckon 14½ vakias to a rattle, and 2 rattles to a maund in coffee, and to all other goods, 15 vakias to a rattle; but of all sorts of merchandise whatever (excepting jaggery, dates, candles, and iron, of which 16 vakias make a rattle), 10 maunds are a frazil, and 40 frazils a bahar. The rattle is only used in the bazar. The weights are seldom exact, though annually rectified by the Imaum's shroff.

COFFEE TRADE.

Coffee is the only article produced here: that which is intended for India, Muscat, or Europe, is first brought by land to Mocha; but what is designed for Judda, is shipped at Hodeida. There are two kinds of duty payable on coffee, one at Beetlefackie, called the inland duty, which is paid on all that is consumed in the kingdom as well as what is exported; and another duty on exportation, of which the quantity is immense: it is said that, one year with another, there are not less than 60,000 bahars exported. The price here varies from 85 to 110 Spanish dollars per bahar. The inland and foreign duty, camel-hire to Mocha, and charges on shipping, amount to about 20 Spanish dollars, making the price at Mocha from 105 to 130 Spanish dollars per bahar.

MOCHA,

The principal port in the Red Sea frequented by Europeans, is in latitude 13° 20 North, and longitude 43° 20' East, about 40 miles to the northward of Cape Babelmandel.

Mocha makes a striking appearance from the road, or in sailing by it, and is situated between two low points of land, which project from the shore, so as to form a bay, which shelters such ships as their draught of water will permit anchoring within a mile of the shore. Large ships lie much further out, where they are exposed as in an open road. This city is so situated, that each of those projecting points of land seem at an equal distance from each end of it: the distance between these two points is about 5 miles.

Mocha is built so near the sea, that when the wind blows strong from the west, it washes against the walls. It lies due North and South, and is near a mile and a half long, but of unequal breadth; at the North end it is more than half a mile broad, and becomes gradually narrower to the South end, where it is not quite half a mile. It is strongly walled round with hewn stone, and the walls are kept in good repair: there are loopholes for arrows and musketry at about 5 feet distance from each other.

At the extremity of the two points of land which form the bay, is a circular castle, strongly built of stone: on the semicircle, towards the sea, are six 24 pounders, and on that fronting the land, are six 12 pounders. There is another such castle nearly in the middle of the sea walls, near which is the only gate by which goods or passengers can enter from the sea. Here is a station for the custom-house officers, where all goods that are imported or exported, are examined and registered. From this gate there runs out a pier 150 yards due West, which is built of stone, and strongly supported at the end and sides by plank and piles, and is very serviceable for loading and unloading goods.

At about a quarter of a mile from the North end of the town, on the sea walls, is a battery of 12 guns pointing due West; and at the South end a round castle with twelve embrasures, and six guns mounted: the embrasures are placed at equal distances, to any of which the guns can be shifted occasionally. At equal distance round the city are built round towers on the walls, which add much to the beauty of the whole. There are two land gates, one at the North, and the other at the South end of the town.

The houses fronting the sea, are all very lofty, built with stone, and whitewashed without as well as within. There are four large mosques, and six smaller, the minarets of which greatly improve the view of the town from the sea, especially the great mosque, which being elegantly built, and very lofty, serves as a landmark for ships coming into the road. The best anchorage is in 6 or 7 fathoms water, the grand mosque bearing E. S. E. and the South fort S. by E. distant about two miles from the shore.

Mocha was first visited by an English fleet, under Sir Henry Middleton, in 1610, having letters and presents from the King to the Bashaw and Aga, and was received with all possible marks of distinction and friendship. The civilities of the Turks were intended to ensnare the Admiral, and to allure him and his officers on shore, as well as to entice their ships into the harbour; but, disappointed in the latter part of their scheme, they fell upon the Admiral, killed eight of his attendants, wounded himself and fourteen men, and after stripping them, threw them chained into a dungeon. They next made an attempt upon one of the ships, but were repulsed with great loss. Finding that open force could not reduce the ships into their power, they threatened the Admiral with death and the torture, if he did not order them to surrender: but Sir Henry, preferring the most excruciating tortures and death, to an ignominious life, and the loss of honour, bravely defied them, and triumphed over their malice and cruelty. After six months' imprisonment, he found means with most of his attendants to make his escape, and arrive at the ships, which had lain in an harbour on the Abyssinian shore. He now had an opportunity of shewing his resentment, which he did accordingly in a message to the Aga—"that if he did not instantly release the remaining prisoners, "and render ample satisfaction for the damages he had received, he would sink all the ships in the road, and

"batter the town about his ears." This menace had its effect; his men and pinnace were set at liberty, and 18,000 rials of eight paid him for damages, after which he proceeded with the fleet to India.

In 1618, the English obtained a phirmaund from the Governor, by which they were allowed freedom of trade, and protection to their persons and property. A factory was afterwards established, since which period a commercial intercourse has been carried on between Mocha and the British Settlements in India.

COINS.

Accounts are kept in Spanish dollars and cavears, 80 cavears being a Spanish dollar; 80 cavears are also reckoned a Mocha dollar, which is an imaginary coin.

The current coins of the country are only carats, and commassees, which rise and fall considerably, according to the quantity of silver there is in them: the usual divisions are,

7 Carats 60 Commassees	} make {	1 Commassee 1 Spanish dollar	

One hundred Spanish dollars are equal to 121½ Mocha dollars.

Most goods are sold for Mocha dollars, except China ware, China silks, olibanum, and some few other goods, and even these are sometimes sold for them.

Of the foreign silver coins, which are in circulation here, the pillar dollar is most esteemed: next to that, the Mexico, for which all bargains are made payable. German crowns pass in tale for common things, and up the country for a weighty Spanish dollar. French crowns are 2 per cent. more than Mexico dollars.

Gold coins of all sorts are worth more or less, according to the demand there is for them. There is but 2 per cent. difference in the following kinds, when taken in weight, more than when taken in tale; but they are generally sold by the weight.

Venetians	from Mexico dollars 2 15 cavears to 2 20	each.
Gubbers	2 10	2 15
Gingerlees	1 50	1 55
Xeraphims	1 48	1 50
Stamboles	2 3	2 5

WEIGHTS AND MEASURES.

AVOIRDUPOIS WEIGHT.

			lb.	oz.
15 Vakias	make	1 Rattle	1	2
40 Vakias		1 Maund	3	0
10 Maunds		1 Frazil	30	0
15 Frazils		1 Bahar	450	0

There is a small maund of only 30 vakias; by this vermilion is always sold.

1 Mocha bahar is..... Bombay maunds 16½

1 ditto..... Surat maunds 13 15 seers 123 dec.

GRAIN MEASURE.

4 small measures ..... 1 Kellah.

40 Kellas ..... 1 Tomand, about 170lbs.

TROY WEIGHT.

			oz.	dwts.	gr.	dec.
1 Carat	make	is troy wt.	0	0	3	5
16 Carats		1 Caffala	0	2	0	91
1½ Caffala		1 Miscall	0	3	1	36
10 Caffalas		1 Vakia	1	0	9	12
1½ Vakia		1 Beak	1	10	13	68
87 Vakias		100 Spanish dollars.				

which are Troy 7lb. 4oz. 13dwts.

100 German crowns are 93 ounces, 791 Troy.

LIQUID MEASURE.

16 Vakias 8 Nusseahs	} make {	1 Nusseah 1 Cuda, about 2 gall.

The long measures are the guz of 25 English inches, the hand covid of 18 inches, and the long iron covid of 27 inches.

The custom-house weights are only stones sewed up in gunnies. The weights are seldom exact, and the smaller they are, the greater the difference, though they annually rectify them by the weights of the Imaum's shroff, whose business it is to examine them; under which cover he has an opportunity to add something to the money weights, for which he is well paid by the Banians, who are the principal exporters of silver.

The trade carried on between the British settlements in India, and the different ports in the Red Sea, is very considerable, and throws a large quantity of specie into India. The following is an account of the trade carried on with Madras and Bombay for five years, 1802 to 1806 inclusive. The statement of the exports and imports at Bengal from the Red Sea is blended with that to and from the Persian Gulf.

IMPORTS FROM BOMBAY AND FORT ST. GEORGE.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	20,82,531	——	20,82,531
1803	16,17,650	——	16,17,650
1804	20,75,126	31,884	21,07,010
1805	17,68,005	334	17,68,339
1806	15,73,237	1,215	15,74,452
Total.	91,16,549	33,433	91,49,982

EXPORTS TO BOMBAY AND FORT ST. GEORGE.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	2,70,391	22,55,575	25,25,966
1803	2,42,637	15,14,287	17,56,924
1804	3,58,515	37,43,359	41,01,874
1805	2,50,854	24,31,644	26,82,498
1806	3,01,453	21,90,552	24,92,005
Total.	14,23,850	121,35,417	135,59,267

Articles of Import in 1805.

Grain	Sicca Rupees 6,34,480
Piece-goods	7,89,837
Sugar	26,380
Iron	40,370
Shawls	20,525
Coloured silk	44,458
Sandal wood	3,461
Cotton	6,653
Drugs	43,843
Tobacco	11,628
Ginger	7,756
Vermilion	5,524
Pepper	36,391
Lead	17,286
China ware	3,256
Cassia and buds	4,069
Sundries	67,522
Imports re-exported	4,566
Treasure	334
Imports from Madras and Bombay	17,68,339

Articles of Export in 1805.

Myrrh	Sicca Rupees 23,287
Olibanum	41,425
Almonds	1,095
Alkali	3,940
Aloes	3,464
Arsenic	2,140
Acalcara	4,028
Beads	2,477
Cloves	7,208
Coffee	10,787
Grain	4,500
Gum Arabic	8,970
Hiera Cassy	3,658
Kismisses	6,303
Metals	4,170
Moura	4,901
Nuckla	2,559
Needles	1,200
Oils	1,903
Shark's fins	4,625
Senna leaf	7,323
Provisions	1,163
Tortoise-shell	6,169
Fruits	3,350
Horses	8,427
Drugs	5,315
Sundries	76,487
Treasure	24,31,644
Exports to Madras and Bombay	26,82,498

Value of merchandise imported into the Arabian Gulf from Madras and Bombay...Sicca Rupees		91,16,549
Ditto exported from ditto to ditto		14,23,850
Imports exceed the exports		76,92,699
Treasure exported from the Arabian Gulf to Madras and Bombay	121,35,417	
Treasure imported into ditto from ditto	33,433	
		121,01,984
Balance *against* the Arabian Gulf in five years...Sicca Rupees		197,94,683
Being in favour of Bombay and Surat...Sicca Rupees	182,19,212	
Madras and its dependencies	15,75,471	

During the same period, the trade carried on between Bengal and the Gulfs of Arabia and Persia, was in favour of Bengal, Sicca Rupees 108,33,394; of that amount one half may be considered to arise from the trade with the Gulf of Arabia, which will make this trade in favour of British India in five years, Sicca Rupees 252,21,380, which at 2s. 6d. sterling per Rupee, is £630,539,10 per annum.

Notwithstanding the balance of the trade between British India and the Red Sea is against the latter, as the greater part of the imports are paid in gold and silver, yet this drain is amply compensated by the immense sums of ready money paid for coffee, which, admitting that 60,000 bahars is the annual average exportation, at 100 Spanish dollars per bahar, amounts to six millions of Spanish dollars, beside the sums paid for customs, and the other expences attendant on the shipping and transfer of it.

The trade carried on with Judda, Matsua, Suez, and other ports in the Red Sea, is very extensive. The principal article of export is coffee, of which the greater part is sent to Judda, in vessels either belonging to Mocha or Judda, where, after reserving a sufficient quantity for the consumption of the country, the remainder is sent to Suez, in ships which come annually from thence laden with corn, a few other articles, the produce of Egypt, and some European commodities; and return again from Judda with coffee, drugs, and other commodities, the produce of Abyssinia, Muscat, Persia, and India. The ships of Suez have an exclusive right to the trade, as no ships from Mocha, Muscat, or India are allowed to enter any port in the Red Sea beyond Judda. Coffee is prohibited to be carried from Mocha to Judda, except in ships belonging to one or other of the above ports.

The Americans have of late years sent a number of ships to Mocha for coffee, which has advanced the price upwards of 40 dollars per bale.

The greater part of the foreign trade is transacted by the Banians. It is much safer to sell to them, than either the Turks or Arabs, since, if a Banian becomes a bankrupt, the other Banians will contribute according to their ability, and pay his debts, to prevent his being imprisoned, or tortured, which neither Turks nor Arabs will do for their countrymen.

When goods are discharging from the ship, the merchant to whom they belong, must give the custom-house officer a copy of the marks, numbers, and contents of each package. If the duty is to be paid by weight, they are carried to the custom-house; if piece-goods, they are carried to the merchant's house, where they must lay in a yard unopened, until they are inspected by the Governor, collector, and other officers of the customs. Two or three bales are then opened, and the pieces counted; if they correspond with the account delivered, they only open a few, and the merchant is permitted to put the goods into his warehouse, and to sell them when he pleases; but if any bales exceed, either in number or quality, the merchant (besides receiving a severe reprimand) pays double duty for the excess, and all the remaining bales are opened, which is attended with much trouble and inconvenience.

All kinds of foreign goods are sold at Mocha on credit, and the payment is made either in three instalments, or the whole is paid for on a certain day, according to the time for which the goods were sold.

Coffee is always paid for in ready money, either in Spanish dollars, German crowns, or Venetian

sequins. All goods, the produce of the country, are likewise sold either by tale or weight, at so much the Spanish dollar, with this difference only, that there is a credit given, or if ready money is paid, a discount allowed at the rate of 9 per cent.

All foreign goods imported, China, silk, &c. are sold at so much by weight or tale, for a Spanish dollar, and a credit given, as on other goods sold.

The East India Company used formerly to send a ship annually to Mocha for coffee; but now their coffee is brought to Bombay in country ships, from whence the Indiamen convey it to Europe. It is said, that the exportation of Coffee from Mocha, one year with another, is 60,000 bahars a year.

DUTIES AND PORT CHARGES.

The English pay a duty of 3 per cent. on all goods, on the amount sales; the natives pay the same; but those of India, and the Arabs from Judda and Muscat, and all other foreigners pay 5 per cent.

The purchaser pays brokerage, cooley, and boat hire, &c. and charges for all goods bought here the same as on landing.

The following are the particulars of port charges to be paid to the Government of Mocha, in three-mast vessels on their arrival.

Anchorage	Mocha Dollars	121 40	Sheik of the boat people	Mocha Dollars	1 17
Bashkaleb		60 60	Ditto weighers		5
Emir of the Mizan		36 36	Ditto seapoys		1 17
Mirbhar		30	Muccadum of the boat people		4
Writers of Government		60	Master of the Vakella		2 8
Cady		12 12	Muccadum of the hamauls		6 6
Mufti		10	Governor's porter		8 40
Mirbhar's writers, &c.		10	Ditto writer		8 40
Porters at Custom-house		5	Ditto shroff		1 44

The above amount to 384 Mocha Dollars, one half of which is paid by two-mast vessels.

Disbursements, Port Charges, &c. paid on Account of a Brig before she went up to Judda, and on her Return from thence.

The Governor's music, as customary ..... Mocha Dollars	11	46
The country boats from the Government	3	0
The Governor's servants	3	52
The customary presents on the Brig's arrival, half what is paid on 3-mast vessels, as per foregoing account	192	0
Ditto on the vessel's departure, as customary, as per following account	78	78
Bringing up the long-boat which had fallen to leeward	2	34
A Government boat for bringing goods on shore	2	0
Hamallage on ditto, as customary	14	0
Charges at waiting on the Governor	9	0
An Arab writer for writing two letters to Judda	1	17
Two shawls claimed by the Banians, as customary	48	48

Forming a total of Mocha Dollars 366 35

Particulars of Port Charges, &c. on 2 and 3 Mast Vessels at their Departure from Mocha.

To the writers at the custom-house	Spanish Dollars 32
The Mirbhar	17
The Mirbhar's writers	7
The Caftan or vest	9

Captain Elmore says, if you do not make any sale at Mocha, you do not pay any port charges; but if you sell any thing, even one bag of rice, you become liable to pay the whole, as if you had sold the entire cargo; but if your sales are likely to be but trifling, settle with your broker, and be very clear and positive with him not to pay any port charges, nor presents to the Xeriff; or else you must put what cargo you sell on board some ship in the roads, who is landing goods, and have them sent on shore as his cargo.

If bound to Judda, you should procure a pilot here, agreeing with him for the run; which will be from 50 to 100 Mocha dollars for the trip there and back, besides a suit of clothes at Judda.

List of sundry Presents made to the Governor of Mocha and his Officers for Permission to go on Shore, with the additional Duties for Anchorage paid to him and his Attendants.

For permission to come on shore	Mocha Dollars 11	46
Expence of watering	29	0
Permission to sail	82	49

ANCHORAGE.

To the Governor	Mocha Dollars 121	40	Coolies muccadum	Mocha Dollars 6	6
The second	60	60	Writer at Pier head	10	0
The writer	200	38	Pier-head Muffatees	5	0
Armee Mazon	36	36	Muffatees servant	5	0
Mirbhar	30	0	Fishing boat muccadum	2	34
Codjee	12	12	Governor's servant	2	34
Muffatees	10	0	Ditto muccadum boats	4	69
Custom-house porter	5	0	Custom-house porter	2	34
Weigherman	5	0	Governor's porter	2	34

Forming a total of Mocha Dollars 768 25

In delivery of rice, out of every tomand of rice, you give, as is customary, half a measure to the Governor; and for every 12 tomands, to the different coolies, 1 measure; besides this exorbitant demand, the Governor takes from the merchant who buys the rice, 5 measures out of every tomand for himself, and 2 measures for the coolies.

PROVISIONS AND REFRESHMENTS.

Provisions are plentiful and good in this town; a fat sheep can be purchased for a Spanish dollar, a milch goat and kid for the same; twelve good fowls for a dollar, and beef at three halfpence per pound.

Fish of many kinds are cheap and excellent in their quality; here are sea-crabs, very large, from 3 to 4lbs. each, which may be bought for a halfpenny each. New cheese and fresh butter are daily brought to market from a town called Musa, about 20 miles inland.

In the summer they have plenty of grapes, peaches, apricots, quinces, mangoes, pine-apples, plantains, and melons, all of which, though brought from 20 to 50 miles inland, are very reasonable.

Good water is scarce; what is drunk in the town, is brought from the village of Musa, a short distance off, in leather bags or bottles, on the backs of asses, and is at all times very indifferent; the water from the wells in the town is brackish, and disagrees with most visiters to this place.

List of Articles procurable at Mocha, with Directions how to chuse them.

ACACIA

Is the inspissated juice of a plant of the thorn kind, growing in Arabia, and other parts: two sorts are known, Acacia Vera, and Acacia Germanica. The former is a gummy substance, usually of a firm consistence, but not very dry. We meet with it in round masses, enclosed in thin bladders, from 4 to 8 ounces in weight: outwardly it is of a deep brown colour, inclining to black, and of a lighter brown within, inclining to red, or yellow. Acacia Germanica is a juice expressed from the unripe fruit of the sloe bush, and differs from the preceding, in being harder, heavier, darker in colour, sharper in taste, and particularly in this, that its astringency may be procured by rectified spirit, as well as by water; whereas the other is not at all dissoluble by spirit. The following particulars should be attended to in chusing Acacia Vera: it has little or no manifest smell; applied to the tongue, it quickly softens, discovering a rough, and not very ungrateful taste, followed by a sensation of sweetness. If quite pure, it dissolves totally in water; if otherwise, the impurities remain undissolved. This is an article seldom imported by East India ships.

ACORUS, or CALAMUS AROMATICUS,

Is a reed, or knotty root, about the size of a little finger, and several inches long, reddish externally, internally of a white colour, full of joints, somewhat flatted on the side, and of a loose spongy texture; its smell is strong, the taste warm, bitterish, and aromatic. They should be chosen tough, and cleared from the fibres, and free from worms, to which it is very subject.

ASPHALTUM

Is a solid shining bitumen, of a dusky colour outside, and within of a deep black, found in many parts of Egypt, A thin piece appears of a reddish colour, when placed between the eye and the light. It has no smell when it is cold, but acquires a slight one by friction; when exposed to heat, it liquifies, swells up, and burns with a thick smoke, the smell of which is strong, acrid, and disagreeable. It is occasionally adulterated with pitch; but the fraud may be discovered by means of spirits of wine, which entirely dissolve the pitch, and only take a pale colour with Asphaltum.

BALM OF GILEAD,

Or Balsam of Mecca, is a resinous juice that distils from an evergreen tree, or shrub, growing between Mecca and Medina; it is much used by the Asiatic ladies as a cosmetic. The tree is scarce; the best sort is said to exude naturally from it, but the inferior kinds are extracted from the branches by boiling. It is at first turbid and white, of a strong pungent smell, and of a bitter and acrid taste; upon being kept some time, it becomes thin, limpid, of a greenish hue, then of a golden yellow, and at length of the colour of honey.

This article, being scarce and valuable, is very liable to adulteration. The following methods are recommended to discover imposition.

Cause a drop or two of the liquid balsam to fall into a glass of clear water; if the drop go to the bottom without rising again to the surface, or if it continue in a drop like oil, it is a proof that the balsam is adulterated. If, on the contrary, it spreads upon the surface of the water, like a very thin cobweb, scarcely visible to the eye, and being congealed, may be taken up with a pin or small straw, the balsam is pure and natural. Or if the pure balsam be dropped on woollen, it will wash out; but if adulterated, it will not. The genuine, dropped into milk, coagulates it, which the spurious will not. When a drop of the pure balsam is let fall on red hot iron, it gathers itself into a globule; but oil or spurious balsam runs, and sheds itself all round. The genuine balsam also feels viscid and adhesive to the fingers, which the adulterated does not. If sophisticated with wax, it is discovered by the turbid colour, never to be clarified; if with honey, the sweet taste betrays it; if with resins, by dropping it on live coals, it yields a blacker flame, and of a grosser substance than the genuine. When the balsam is too thick to be taken out of the bottle, it need only be placed near the fire, the smallest degree of heat liquifying it. The bottles must not be quite full, lest they should break, as the balsam is apt to rarify.

Balsamum is the Latin name of the tree, whence the balsam issues; Opa Balsamum is the juice or balsam; Carpo Balsamum is the fruit, and Xylo Balsamum is the wood; these are all useful.

CARPO BALSAMUM

Should be chosen fresh, plump, ponderous, of a hot biting taste, and smelling in some moderate degree like the balsam. Hypericum is sometimes mixed with it, which may be discovered by its excess in size, its vacuity, want of virtue, and peppery taste. The berries are about the size of a small pea, sharp at the end, brown, with a small stalk. Reject such as are broken, decayed, and worm-eaten.

XYLO BALSAMUM,

The wood of the tree producing the Balm of Gilead, should be chosen in small knotty rods, the rind red, the wood white, resinous, and having a scent somewhat like the balsam.

Freight is charged on Balm of Gilead at the rate of 16cwt. to the ton. The permanent duty on natural balsams is 1s. 6d. per lb. and on artificial balsams 3s. per lb. the temporary, or war duty on the former 6d. and on the latter 1s. per lb.

CIVET.

This substance is soft, unctuous and odoriferous, nearly the consistence of butter, and is produced by an animal called the Civet Cat. They are confined in cages, and when irritated, throw out the civet, which is carefully scraped off. It is brought from the Brazils, Guinea, and the interior of Africa. Lord Valentia brought home from Abyssinia a horn full of it, which is of a dark brown colour, unctuous, somewhat resembling Labdanum, of a very powerful smell, far from fragrant or agreeable. Its principal use is as a perfume, and when genuine, is worth from 30s. to 40s. per ounce. The best is said to come from the Brazils, of a lively whitish colour, which becomes dark by keeping. If paper is rubbed with civet, and it will bear writing on afterwards, it is considered genuine.

COFFEE.

There is but one species of the coffee tree, supposed to be a native of Arabia; it seldom rises more than 16 or 18 feet in height; the main stem grows upright, and is covered with a light brown bark; the branches are horizontal, the leaves when fully grown, are 4 or 5 inches long, and 2 broad in the middle.

The flowers are produced in bunches at the roots of the leaves; the fruit, which is the only useful part, resembles a cherry; it grows in clusters, and when it comes to be of a deep red, it is gathered. The fruit is of an oval form, smaller than a horse bean, and of a tough, close, and very hard texture. It is prominent on one side, and flatted on the other, having a large deep furrow running along the flatted side. It is moderately heavy, hard to break, of a greyish yellow colour, and a somewhat bitterish taste.

The liquor, which we call coffee, is said to have been drunk in Æthiopia time immemorial. It was introduced into Arabia about the middle of the sixteenth century. Not long after it reached Mecca and Medina, then Grand Cairo, from thence it continued its progress to Damascus and Aleppo, and in 1554 became known at Constantinople. The first mention of coffee in the west of Europe is by Rauwolf, a German traveller, who returned from Syria in 1573. In 1591 it was particularly described by Prosper Alpinus. Its use as a beverage is noticed by Biddulph in 1603, who says—"The Turks have for their "common drink coffee, which is a black drink made from a kind of pulse called *Coava*. William Finch, who visited the East Indies in 1607, says—"The people in the Island of Socotra have for their best entertainment a China dish of *Cobo*, a black bitterish drink, made from a berry, like a bay berry, brought "from Mecca, sipped off hot." It is not certain at what time coffee passed to the western parts of Europe; but Pietro de la Valle, a Venetian traveller, in a letter from Constantinople in 1615, states his intention of bringing with him some coffee, which he believed was a thing unknown in his country.

A French author, who wrote on coffee, says the French knew nothing of it till 1645. It was not known at Paris before 1669. Its use was introduced into England some years sooner, in 1652, when Mr. Daniel Edwards, a Turkey merchant, brought home with him a Greek servant, who understood the roasting and making of coffee. He opened a coffee-house in George Yard, Lombard Street, for publicly vending it as a drink, after the manner practised in Turkey. The first mention of coffee in our Statute Books is in 1660, when a duty of fourpence was laid upon every gallon of coffee made and sold, to be paid by the maker. In 1663 all coffee-houses were licensed at the general quarter sessions of each county. In 1675, King Charles II. issued a proclamation to shut them up as seminaries of sedition, but in a few days it was set aside. In 1688, it was supposed that there were more coffee-houses in London than in Grand Cairo, and they were likewise to be found in every town of note in the kingdom.

About 1690, Van Hoorn, Governor of Batavia, procured some coffee plants from Mocha, which he caused to be planted at Java. In 1714, the Dutch presented the French King with a fine tree, which is said to have been the parent of all that have been since cultivated in the French West India Islands. In 1718, the Dutch began to plant coffee in Surinam, and in the same year it is stated to have been introduced into the Island of Bourbon from Mocha. In 1722, it was introduced into Cayenne by the French, and in 1727 to Martinique; from thence it most probably spread to the neighbouring islands, for in 1732 an act passed in Jamaica, to encourage it in that island; since which period it has wonderfully increased in both the East and West Indies, more particularly in the latter; and what was about two hundred years since not known as an article of food, except to a few tribes in the interior of Africa, has now made its way through half the civilized world.

Of the coffee produced in the Eastern parts of the world, that of Mocha is esteemed the best; secondly, that of the Island of Bourbon; and thirdly, that of Java.

It is impossible to ascertain, with accuracy, the quantity of coffee that is raised in the East Indies. From the information of the Custom Master at Mocha, it appears that, one year with another, previous to the troubles occasioned by the Wahabites, there were annually exported from Arabia 60,000 bahars, each about 820 lbs. making in the whole 49,200,000 lbs. In the year 1777 there were exported from the port of Hodeida alone, upwards of 35,000 bahars, which are stated to be more than was exported from all other parts of Arabia in that year.

The cultivation of coffee on the Island of Bourbon has considerably increased within these few years: it was stated in 1810 that there would be gathered upwards of 95,000 bales, each of 100lbs.

The Dutch used to import large quantities from Java. By an account of the sales of the Dutch East India Company it appears that, on an average of seven years, 1785 to 1791, there were annually sold 6,118,186lbs. of Java coffee, and during the same period, of coffee imported from Ceylon, 76,143lbs.

Coffee was never an object of cultivation worth attention in any part of our extensive territories in the East Indies till within a very few years: now some considerable plantations have been formed at Chittagong, but the produce is considered inferior to either the Java or Bourbon. It is likewise cultivated on the west coast of Sumatra, but to a trifling extent, and of a very inferior sort.

Mocha coffee is the most valuable kind, and is what is commonly called in Europe, Turkey Coffee; it is packed in large bales, each containing a number of smaller bales, or frazils, and should be chosen of a greenish olive hue, fresh and new, free from any musty smell, the berries of a middling size, clean, plump, and as free from sticks and other impurities as possible, and particular care should be taken, that it is not false packed; it is very apt to imbibe moisture, or the flavour of any thing placed near it; it should therefore not be stowed in a ship's hold, if it can possibly be avoided. Coffee imported in packages of less than 112lbs. net is liable to seizure, and no smaller packages can be entered for exportation.

The following are the quantities of coffee imported from the East Indies, and sold at the Company's sales in the year 1802 to 1810 inclusive, with the sale amount thereof. That sold on account of the Company was all Mocha coffee; but a portion of that imported in the private trade, may have been the produce of Java, Bourbon, or Ceylon.

Years.	COMPANY'S PROPERTY.						PRIVATE TRADE.					
	March Sale.		September Sale		Total.		March Sale.		September Sale		Total.	
	Cwt.	£	Cwt.	£	Cwt.	£	Cwt.	£	Cwt.	£	Cwt.	£
1803	1319	7049	4672	30295	5981	37344	236	1517	1770	11433	2006	12950
1804	—	—	—	—	—	—	822	5748	783	3323	1605	9091
1805	880	7712	3666	28610	4546	36322	18	100	808	6020	826	6126
1806	2828	21371	2690	17987	5518	39358	794	4332	64	398	858	4730
1807	2721	18731	—	—	2721	18731	—	—	—	—	—	—
1808	—	—	—	—	—	—	—	—	—	—	—	—
1809	—	—	—	—	—	—	—	—	213	1220	213	1220
1810	—	—	—	—	—	—	—	—	—	—	—	—

18 cwt. of coffee is allowed to a ton; the permanent duty is £1 8*s.* and the temporary, or war duty, 9*s.* 4*d.* per cwt. and the duty of excise £2 12*s.* making in the whole £4 13*s.* 4*d.* per cwt.

DATES

Are sent in large quantities from Arabia to the British settlements in India. This fruit is somewhat in the shape of an acorn; they are composed of a thin, light, and glossy membrane, somewhat pellucid and yellowish, which contains a fine, soft, and pulpy fruit, that is firm, sweet, and rather vinous to the taste: within this is enclosed a solid, tough, hard kernel, of a pale grey colour on the outside, marbled within like a nutmeg. They are generally left on the tree until quite ripe (at which time they are soft, and of a high red colour,) and then are pressed into pails, or baskets, until they unite together like a paste; they are then more esteemed, and become a rich sweetmeat. Those which are dry and hard, are of little value. In Persia a very excellent kind of brandy is made from dates; in many places the stones are ground to make oil, and with the paste which is left, they feed the cattle and sheep. This is practised chiefly on the Coast of Arabia, in the Persian Gulf, and at Muscat, where they find it a very nourishing diet. Dates are seldom imported from India. The permanent duty is £2 17*s.* and the temporary or war duty 17*s.* per cwt.

HERMODACTYL

Is the root of a species of Colchicum, grown in Turkey and Arabia, of the shape of a heart, flat on one side, with a furrow on the other; of a whitish brown colour externally, internally white; compact and solid, yet easy to cut or powder; it is about the size of a chesnut, and has a viscous, sweetish, farinaceous taste, but no remarkable smell. They should be chosen as fresh as possible, well dried, and free from the worm, to which they are very subject. This article is seldom imported from the East Indies. The permanent duty on Hermodactyl is 6d. per lb. and the war duty 2d. per lb.

JUNCTUS ODORATUS,

Sweet rush, or camel's hay, is the produce of Arabia and Turkey, whence it is exported in bundles about a foot long, composed of smooth stalks, that bear some resemblance to barley straws in shape and colour. The leaves are like those of wheat, and it is full of a fungous pith: towards the tops of the stalks are sometimes found short woolly spikes of imperfect flowers, set in double rows. The sweet rush, when in perfection, has an agreeable smell, with a warm, somewhat bitter, but not unpleasant taste.

MYRRH

Is a vegetable product of the gum resin kind, distilling by incision, and sometimes spontaneously from the tree that produces it. Myrrh is generally in grains, from the size of a pea to that of a horse bean, or larger; their figure is as irregular as their size, round, oblong, or contorted. These grains are of a resinous greasy substance, not hard to break; their colour is a reddish brown, with a mixture of yellow; their smell is strongly aromatic, and their taste is acrid, warm, bitter, though somewhat spicy. When broken, myrrh is often marked with small white semi-lunar specks. It is to be chosen in clear pieces, light, friable, unctuous, and of the bitterest taste, of a reddish brown colour: that which is foul and black must be rejected. When pure, myrrh will dissolve in boiling water; but as the liquor cools, a portion of resinous matter subsides. There are sometimes found among myrrh, hard shining pieces, of a pale yellow colour, resembling Gum Arabic, but without taste or smell; sometimes masses of Bdellium are mixed with it, which are darker coloured, more opaque, softer than myrrh internally, and which differs from it in taste and smell. Sometimes an unctuous gummy resin, of a moderately strong, but somewhat ungrateful smell, with a durable bitterish taste, obviously different from Bdellium and myrrh, is found with this drug; and sometimes we meet with hard, compact dark coloured tears, less unctuous than myrrh, of an offensive smell, and a most ungrateful bitterness, so as, when kept some time in the mouth, to provoke retching. That which is dark coloured, and full of impurities, should be rejected.

The following are the quantities of myrrh imported and sold at the East India sales, in the years 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.
	Cwt.	£	Cwt.	£	Cwt.	£	£ s. d.
1804	—	—	—	—	—	—	———
1805	—	—	—	—	—	—	———
1806	—	—	18	380	18	380	21 2 3
1807	56	1,058	—	—	56	1,058	18 17 2
1808	38	747	15	267	53	1,014	19 2 7

16 cwt. of myrrh is allowed to a ton. The permanent duty is £5 12s. per cwt. and the temporary or war duty £1 17s. 4d. making in the whole £7 9s. 4d. per cwt.

NATRON,

Or native mineral Alkali, is sometimes found in Egypt, from whence it has been brought to India, and from thence to England. Volney describes the lakes where it is produced: their bed is a natural cavity, 3 or 4 leagues long, and about a quarter of a league broad; the bottom is solid and stony; it is dry during nine months of the year, but in winter, a water of a violet red colour oozes out of the earth, which fills the lake to 5 or 6 feet in depth; the return of the heat of summer evaporates this, and leaves a bed of salt behind it, of two feet in thickness, which is dug out with bars of iron. The mineral Alkali differs from the vegetable; it is less caustic, and so far from attracting humidity, that it effloresces in the air. The French are stated to have imported into Marseilles from Egypt 5,000 tons of this article in a year.

RHINOCEROS' HORNS

Are much esteemed among the Mahometans, not for any real utility, but on account of their being considered a powerful antidote against poison. They are in general about 12 to 15 inches long, and from 3 to 6 inches in diameter, though sometimes 10 inches in diameter, and near 24 inches long; this size is seldom seen. A good sized horn, sound, and not broken at the point, is worth from three to four pounds sterling. At the base they are commonly of a brown or olive colour, though they are occasionally met with grey, and sometimes nearly white: they are placed in the middle of the forehead, and are nearly straight, having a very small curve, inclining upwards with a sharp point. The horns of the Rhinoceros have not that interior spungy substance which is contained in the horns of other animals, but are entirely solid: they are made into drinking cups and snuff boxes, which are very beautiful, and preferred to tortoise-shell.

RHINOCEROS HIDES

Are in great demand for making targets or shields; when prepared, they are proof against the stroke of a scimitar; they are of a variegated colour, and when polished, are very similar to tortoise-shell. At Surat they make the most elegant targets of these hides, and stud them with silver-headed nails. These will fetch from 30 to 40 rupees each, and are much sought after, particularly in Arabia.

SAGAPENUM

Is the concrete gummy resinous juice of a plant not well known. It is met with in drops, and in masses composed of those drops; but the loose drops are much finer than the masses. In both forms it is a compact substance, considerably heavy, of a reddish colour outwardly, but paler within, and clear like horn. It grows soft on handling, so as frequently to stick to the fingers. The larger, darker coloured, broken masses of Bdellium are sometimes substituted, but they may be easily distinguished by the weakness of their smell. Sagapenum has a strong smell, somewhat of the leek kind, and a moderately hot, biting taste. Of Sagapenum 18 cwt. is allowed to a ton. The permanent duty is £2 16*s.* and the war duty 18*s.* 8*d.* per cwt. making in the whole £3 10*s.* 9*d.* per cwt.

SALEP

Is prepared from the dried roots of a plant of the Orchis kind; it was formerly imported from the East Indies, and held in great estimation, being considered highly nourishing. It is generally in yellowish white oval pieces, hard, clear, and pellucid, without smell, in taste somewhat resembling Tragacanth.

When properly prepared, it is a wholesome nourishment, superior to rice, and it has the singular property of concealing the taste of salt water; hence, to prevent the calamity of famine at sea, it has been proposed that the powder of it should constitute a part of every ship's provisions. If kept dry, it never spoils.

The freight of this article is calculated at 16 cwt. to the ton. The permanent duty is £4 4s. per cwt. and temporary or war duty, £1 8s. making in the whole £5 12s. per cwt.

SENNA

Is the leaf of an annual wood pod bearing plant, and is imported dry from Alexandria and the Red Sea. It is of an oblong figure, pointed at the ends, particularly the one opposite to where it grows to the stalk; in the middle it is about a quarter of an inch broad, and seldom more than an inch long; it is of a lively yellowish green colour, of a firm texture, somewhat thick and flat; its smell is faint, but not disagreeable, and its taste somewhat bitter, nauseous, and acrid. There are two or three inferior sorts, distinguishable by their being either narrower, longer, and sharp pointed, or larger, broader, and round pointed, with small prominent veins, of a fresh green colour, without any yellow cast.

In chusing Senna, the shape of the leaf should assure us that it is of the Alexandrian kind; it should be bright, fresh, of a good smell, soft to the touch, and clear from stalks and spots. That which is imported from India is in general foul, full of sticks and dirt, in the proportion of 3lbs. of sticks and dirt to 1 lb. of leaf; if well garbled, it might answer, but the heat of the hold is very apt to injure it.

The following is an account of the quantities sold at the East India sales in the years 1804 to 1808 inclusive, with the sale amount, and the average price per cwt.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1803	—	—	12,889	793	12,889	793	0	1	2¼
1804	21,473	1,044	1,492	63	22,965	1,105	0	0	11½
1805	5,059	321	38,941	1,749	44,000	2,070	0	0	11¼
1806	15,610	389	7,165	392	22,775	781	0	0	8¼
1807	31,944	924	33,403	1,501	65,347	2,425	0	0	8¾
1808	10,487	328	187	4	10,674	332	0	0	7½

The freight of Senna is calculated at 8 cwt. to the ton; one ninth part is allowed for tare. The permanent duty is 9d. per lb. and the temporary or war duty, 3d. making in the whole 1s. per pound.

SHARKS' FINS

Are an article of trade from the Arabian and Persian Gulfs to India, and from thence to China; they are esteemed very strengthening by the Chinese. In chusing them, care should be taken that they have been properly cured; the larger they are, when free from decay, the more they are esteemed. In India they are generally sold by tale: each fin should be upwards of nine inches long; all under that size, reckon two for one; the price varies from three to five rupees per hundred. In China they are sold by the pecul, which contains about 500 pieces. The East Indiamen prefer carrying them on freight from India to China; they are packed in bales weighing about 7 cwt. and from Bombay to China the freight is about 20 to 24 rupees per bale. They are likewise prepared on the Malabar and Coromandel Coasts, and many of the islands in the Indian Ocean.

TRAGACANTH GUM, or, as it is usually called, gum dragon, is a gum exuding from a prickly plant of the same name. This commodity, chiefly produced in Turkey and Arabia, is of different colours and qualities, from a pale white to a dark and opaque. It is usually in long, slender, worm-like pieces, and sometimes it is in roundish drops, which are rare. It is moderately heavy, of a firm consistence, rather tough than hard. It is with difficulty pulverized, unless it be dried, and the pestle and mortar kept warm. Its natural colour is a pale white, and the cleanest specimens are something transparent. It has little or no smell, and a taste rather disagreeable. It melts in the mouth to a very soft mucilage, without sticking to the teeth, as Gum Arabic does. The most striking difference between this and the other gums is, that it gives a thicker consistence to a much larger quantity of water, and is with difficulty dissoluble, or rather dissolves but imperfectly. When put into water, it slowly imbibes a great quantity, swells in a large volume, and forms a soft, but not fluid mucilage; by agitation, and an addition of water, a solution may be obtained, but the gummy mucilage settles to the bottom on standing. Gum Tragacanth should be chosen in long twisted pieces, semi-transparent, white, very clear, and free from all other colours; the brown, and particularly the black, are to be wholly rejected. An inferior kind has been lately brought home from the British settlements, for an account of which, see Gum Kuteera.

Of Gum Tragacanth 16 cwt. is allowed to a ton. The permanent duty is £3 10*s.* per cwt. and the temporary or war duty £1 3*s.* 4*d.* making in the whole £4 13*s.* 4*d.* per cwt.

CHAPTER IX.

Coast of Arabia to the Persian Gulf.

Aden; Description—Trade—Articles suitable to the Market—Provisions and Refreshments—Macula Bay—Shahar—Kisseen—Dofar—Morebat—Mazeira Island—Rosalgate—Zoar—Kuriat—Muscat; Description—Coins, and Weights—Trade between British India and the Gulfs of Persia and Arabia—Balance in Favour of British India—Trade with other Places—Duties—Provisions and Refreshments—Burka.

ADEN.

About 100 miles to the eastward of the straits of Babelmandel, is Cape Aden, in latitude about 12° 45′ North. This Cape is high and craggy, and forms a peninsula, with a deep bay to the westward, called Back Bay, and another to the eastward, in which the town of Aden is situated, in latitude 12° 50′ North, and longitude 45° 10′ East, where ships lie sheltered from westerly winds. The anchorage is in 7 fathoms, with Cape Aden bearing South; the mosque touching the N. W. point of Fortified Island (a black islet with a tower on its extremity) about ¼ of a mile distant from the island.

The town of Aden has at present a miserable appearance from the sea, being nearly a heap of ruins, out of which two minarets and a mosque rear their heads. The rocky peninsula on which the town is situated, was formerly strongly fortified, the summits of the rocks being covered with the ruins of lines and forts. Fortified Island was also covered with works resembling the hill forts of India; and when in good condition, must have been impregnable, and a small expence would make it so again. The residence of the Sultan is but an indifferent building, and the greater part of the houses are composed of basket work and matting. There is a pier running out from the middle of the town, where boats can conveniently land, but it does not extend to low water mark.

Aden was formerly the most opulent town in Arabia. The Portuguese, under Albuquerque, made an attempt upon it in 1513, but were repulsed. In 1516 a Portuguese force stopped here on its way into the Red Sea, when the Governor of the town offered to surrender it to them; but they deferred taking possession till their return from the Red Sea. In the mean time the Governor, having received reinforcements, refused to deliver it to the Portuguese, who thereupon returned to India. In 1532 it became tributary to them; it was then described "very strong, standing by the sea side, surrounded by mountains, "on the top of which are little castles or forts, encompassed with ravelins on every side, excepting a "little opening for a road into the country, and to the shore, with gates, towers, and good walls. To the "northward there is a large port, with good anchorage secure from all winds."—In 1538 it was taken by the Turks, who retained possession for some time, but were driven out of the country by the Imaum of Sana's forces; who, desirous of attracting vessels to his dominions, fixed upon Mocha, to which he annexed

so many privileges and encouragements, that Aden, notwithstanding the superiority of its harbour, and the difficulty of getting through the straits from Mocha, except during the particular monsoon, was in a great measure abandoned, and the commerce transferred to the new establishment. One of the causes that contributed most to the removal of the commerce to Mocha was, that the market for coffee being in the territory of the Imaum of Sana, he wished to have it shipped from a port within the boundary of his own states, and for that purpose laid upon the article so heavy a duty when it was taken to Aden, that the merchants, to avoid this charge, adopted the practice of shipping it from Mocha.

In 1802, Sir Home Popham was sent on a mission from Bengal to Arabia. He visited Aden, and prefers it to Mocha, both in a commercial and political point of view: as a commercial port, it has manifest advantages over Mocha, it being accessible at all times of the year Its intercourse with the Coast of Africa can be kept up at all seasons, and consequently there would be a continued trade, if any protection was given to it by the English, to whom the Sultan is much attached, and has offered to hold his country under them. There are some merchants already settled at Aden, who, though they have but little trade, enjoy a mild Government, and on that account they do not remove to Mocha. The exports and imports are nearly the same as at Mocha; and Gum Arabic, and other drugs, which are brought from the opposite coast, owing to its contiguity, may be procured at a cheaper rate. The natives who inhabit the coast from Cape Guardafui to the straits, exclude the Arabs from their ports, and bring their produce either to Aden or Mocha in their own dows; a great part of the myrrh and Gum Arabic is brought to the former place, where the Banians of Mocha have each a partner established to conduct their business. Were a regular trade carried on at Aden, the consumption of goods would probably increase considerably, as the Africans have no limit to their purchases, excepting the amount of their gold, elephant's teeth, gums, and the produce of their own country.

The articles suitable to the market are as follow; and the quantity that may be disposed of, about the value of three lacs of rupees, principally the produce of the East Indies and China.

Benjamin.	Cotton.	Iron.	Steel.
Camphire.	Cotton thread.	Lead.	Sugar.
Cardamums.	Cutlery.	Piece goods.	Tobacco.
Cassia.	Ginger.	Pepper.	Turmeric.
China ware.	Glass ware.	Rice.	Tin.
Cloves.	Hardware.	Sandal wood.	Tutenague.
Cinnamon.	Ironmongery	Silks.	Vermilion.

The exports would consist of coffee, elephants' teeth, gold, and gums of various kinds.

PROVISIONS AND REFRESHMENTS.

The beef procured here is but indifferent; the Sultan reserves to himself the disposal of bullocks. The best water is to be procured from Back Bay, the only expence of which is 3 dollars demanded by the Dola: that from Aden is brackish, and brought in skins to the landing place. Grapes and pomegranates are to be had in plenty, but no vegetables. Firewood is to be got, if required.

MACULA BAY

Is about 55 leagues E. N. E. from Cape Aden, in latitude about 14° 6′ North, and longitude 47° 33′ East. The bay is about 2 leagues deep, and 50 broad. At the bottom of it is a small town; but refreshments are not to be expected, water, and every article of provision, except fish, being scarce, and the inhabitants are not to be trusted. Between this place and Shahar Point are several small villages close to the sea side.

SHAHAR

Is about 40 miles to the Eastward of Macula, in latitude 14° 20′ North, and longitude 48° 35′ East. This town appears of considerable size, and is situated close to the sea side. The inhabitants are more civilized, and give a kind reception to strangers; and here provisions and refreshments may be procured. The place is known by two hills, one to the northward, and the other to the southward. Ships anchor in 9 fathoms, the first hill bearing N. E. by N. the other about West.

KISSEEN.

This bay is formed by Cape Kisseen, in latitude 15° 19′ North, and longitude 51° 50′ East, and Cape Fartash: the former is known by two peaks that make like an ass's ears. In this bay are three towns or villages, the principal of which is Kisseen, in latitude 15° 25′ North. To the westward, about a mile, on the shore is a well, the only place where water can be procured.

DOFAR.

This town is called Hamme Badgeree by the natives; it is about 50 leagues from Cape Fartash, and in latitude 17° North, and longitude 54° 33′ East; the anchorage is about two miles from the shore. This place was formerly of some importance. It was destroyed in 1526 by the Portuguese, upon what occasion it does not appear. The town is small; no provisions or refreshments can be procured; the natives who are armed with matchlocks and spears, are shy, but do not appear unfriendly to strangers.

MOREBAT.

Cape Morebat, which forms the southern extreme of the bay, is in latitude 17° North, and longitude 55° 4′ East. The town is about two miles from the point, and consists of a number of huts, with several mosques; the best anchorage is abreast of the town, about a mile distance. If the inhabitants should be shy in coming on board, wave a white flag, when they will come off; they are well behaved, but it would be improper to risk going far from the beach, or sleeping on shore in the night. This bay is preferable to any on the coast, and ships that lose their passage, generally wait here the change of the monsoon. Water is to be procured by sinking casks near the mosques; the water is brackish, but does not injure the health of the men. Fish are plentiful; some sheep, goats, and bullocks are to be had: the latter is a scarce article, but fodder more so. This place is not recommended, except in cases of necessity. A few lean bullocks, goats, or a few fowls, are all that may reasonably be expected. The inhabitants here are generally at war with those of the interior, with whom they have no communication.

MAZEIRA ISLAND.

The N. E. part of this island is in latitude 20° 35′ North, and longitude about 59° 40′ East. On its eastern side is a small village, but it is seldom visited by Europeans, the currents running strong, and the coast being but imperfectly known. There is a passage between the island and the main for large vessels.

ROSALGATE.

This cape is the N. E. point of Arabia; the land is high and uneven over it, but facing the sea it is low and level. Its situation was not correctly determined till 1799, when by observations taken in the Leopard, it appears the latitude is 22° 20′ North, and longitude 60° 10′ East.

The town is situated on the banks of a small river or creek, about 5 leagues from the Cape, in latitude about 22° 34′ East; it is inhabited by fishermen, who bring off fish and dates to ships passing; the town is small, has several trees near it, and 4 or 5 tombs or white buildings on the left of it.

ZOAR

Is in latitude 22° 45′ North, about five leagues from Rosalgate; it is a considerable town, and a place of some trade, but being so near Muscat, to which it is tributary, it is not visited by European vessels. It was taken and plundered by the Portuguese under Albuquerque in 1508.

KURIAT.

To the southward of Cape Kuriat, is a town of the same name; it was formerly of some note. It was visited by the Portuguese in 1508, under Albuquerque, who being ill received by the inhabitants at that period, under the dominion of Ormus, he stormed the town, then plundered, and afterwards burnt it.

The Government of Muscat is said to extend to Cape Rosalgate, including the above places; but it is not safe for Europeans to land at the villages near the Cape, because the inhabitants are inhospitable to strangers, and there is reason to believe that the wandering Arabs keep some of these villages or towns in subjection. The only supplies that are likely to be met with hereabouts, are fish, dates, and sometimes water, which are brought off by the country boats to ships passing near the coast.

MUSCAT

Is situated in latitude 23° 38′ North, and longitude about 59° 15′ East. The harbour, or cove, is formed by high land to the southward and westward, and on the East side by an island, called Muscat Island, which is joined by a reef of rocks to the peninsula, on which the town of Muscat is situated, the entrance into the cove being from the northward, and is protected by a fort on each side; and there is another fort close to the town, that commands the inside of the cove, where the depths of water are 4 and 5 fathoms, between the two western forts, and where a large fleet may moor in safety.

The town of Muscat is walled round, and none but Arabs and Banians are permitted to live within the gates; the others reside without in mat houses. It is strongly fortified, and no vessels are allowed to go in after dusk, or come out after sunset. It is the duty of the Serang of the Imaum or Prince of Muscat, to assist any vessel that comes to the port; and they are allowed a certain sum for this, which they are never backward in demanding, whether they attend or not. When a vessel comes near, by making the usual signal for a pilot, they will come off, otherwise they will take no notice of any one: it is best to make them attend till the vessel is secured, as they have excellent boats for carrying out warp anchors.

Muscat is the key of Arabia and Persia; all the ports from Rosalgate to the Gulf are tributary to it; it is a place of very great trade, being possessed of a considerable number of large ships, which trade to the British settlements in India, to Sumatra, the Malay Peninsula, the Red Sea, and East Coast of Africa. Great indulgences are allowed by the English to the flag of Muscat; being recognised as neutral, their vessels visit the enemy's settlements, where they purchase prize-goods, at half their value: and they have of late been the carriers of British India. Muscat may be considered the magazine for goods, and is resorted to by vessels from every port in Persia, the ports of Arabia within the Gulf, and from the coast as far as the Indus. It has been the usual custom for all English merchant ships in their voyage from India to Bussorah, to stop at Muscat, and in like manner on their return, and they generally sell and purchase goods here.

There is another town, about three miles to the westward, called Muttra, defended by a small fort, which is nearly as large as Muscat, with several villages in the valley between. At Muttra there is a good

place to haul vessels on shore; and though they have one at Muscat, yet they always send their largest there to be cleaned. There is a good road along the shore from Muscat to Muttra.

Independent of the commerce by sea to the British settlements in India and other places, the inhabitants of Muscat carry on a very large trade with the numerous tribes of Arabs in the interior, from whom they receive caravans frequently, which bring various articles hereafter enumerated.

The Government of the Imaum is the strictest and civilest of any either in Persia or Arabia, and a stranger may walk the streets any hour in the night without molestation: goods are piled up in the streets, and lie night and day exposed, without any watch or guard, and there never happens an instance that such goods are robbed or pilfered of the least part, the police being so excellent.

Muscat was a place of considerable trade previous to the arrival of the Portuguese in these seas, and was then tributary to Ormus. Albuquerque summoned, and obliged it to submit in the year 1507; but a body of 2,000 Arabs getting into the town, immediately raised an insurrection, in spite of all the care the Governor could take to keep them quiet, upon which a bloody and obstinate action ensued, ending in a complete victory gained by the Portuguese. After the destruction of Ormus, this place became the principal mart of this part of the world, and thereby produced very great advantages to the Crown of Portugal, exclusive of the prodigious private fortunes made by individuals, while they remained in possession. During that time, the city was very much improved; for, besides regular fortifications, they erected a stately church, a noble college, and many other public structures, as well as very fine stone houses, in which the principal merchants resided, and those who, by the management of public affairs, had acquired fortunes to live at their ease. In process of time, however, they began to treat the natives so ill, and to lay their commerce under so many difficulties, that at length, despairing of redress any other way, they had recourse to arms; and though the Portuguese behaved very gallantly, yet in the end they were reduced to such extremities, as to be glad to embark with their best effects on board their ships in the port, and retire to their other settlements. This was about the year 1648; but the war did not end here: they made frequent attempts to recover a place of such importance, sometimes by force, sometimes by negotiation, but without effect. They for many years disturbed the trade of the place; but these hostilities were disadvantageous in the end; for, by degrees, the Arabs became expert seamen, excellent in the use of fire arms, and raised a considerable maritime force, which afterwards was the dread of all the European powers in India.

In 1659, the English Resident at Surat projected a plan for obtaining possession of Muscat, and it so far succeeded, that a negotiation was commenced with the Governor; but it was not brought to a satisfactory conclusion. In 1694, the strength of the Arabs of Muscat in shipping and forces was so increased as to occasion an alarm that they would obtain the command of the Persian Gulf, they having taken several places; and apprehensions were entertained that they would attack Gombroon, the Resident of which gave it as his opinion, "that they will prove as great a plague in India, as the Algerines were in Europe." The Government at home proposed, when peace was concluded in Europe, to equip armed ships to clear the Indian Seas, and "to root out that nest of pirates, the Muscat Arabs." In 1707 the Arabs adopted a more regular system of naval warfare, having obtained permission from the King of Pegu to build ships at the ports in his country; and they spread their fleets over the Indian Seas, some of their ships carrying from 30 to 50 guns, and made descents on several towns on the Malabar Coast. They continued for a length of time to annoy the trade; but of late years they have confined themselves principally to commerce. With the Persians they are almost continually at war; but such is the policy of the Imaum, or Prince of Muscat, that he suffers the Persians to resort to Muscat with their vessels to purchase goods, for ready money, without any molestation, either at Muscat or its dependent territories, or in their voyages to or from Muscat to any part of Persia; but this permission holds good only with regard to such vessels. All vessels which they meet trading to other ports, and all ships of war, they endeavour to make prizes of.

COINS AND WEIGHTS.

Accounts are kept here in gass and mamoodies; 20 gass make 1 mamoody. The coins current are

30 Budgerooks	make	1 Mamoody.
3½ Mamoodies	make	1 Bombay Rupee.
7½ Ditto	make	1 Spanish Dollar.

All Persian, Turkish, and Indian coins are met with here, but are generally sold by weight.

The weights are the cucha and maund; 24 cuchas making a maund, which is equal to 8lb. 12 oz. avoirdupois.

COMMERCE.

The trade carried on between the British settlements in India, and the Persian and Arabian Gulfs, is very considerable. The following is a statement of its extent, as carried on by individuals, exclusive of the East India Company's trade in woollens with the Gulf of Persia, for five years, *viz.*

IMPORTS FROM THE BRITISH SETTLEMENTS.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	55,32,988	——	55,32,988
1803	41,96,537	2,000	41,98,537
1804	53,61,813	34,075	53,95,888
1805	61,43,978	334	61,44,312
1806	77,09,937	1,215	77,11,152
Total.	289,45,253	37,624	289,82,877

EXPORTS TO THE BRITISH SETTLEMENTS.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	15,29,730	42,16,993	57,46,723
1803	15,43,999	35,81,035	51,25,034
1804	20,15,272	53,02,818	73,18,090
1805	17,02,357	50,84,272	67,86,629
1806	18,77,906	58,39,054	77,16,960
Total.	86,69,264	240,24,172	326,93,436

This trade is of great importance, and very advantageous to British India, pouring in a very large supply of treasure, as will appear from the following statement:

Value of merchandise imported into the Gulfs of Persia and Arabia, from the British Settlements, in five years ..... Sicca Rupees		289,45,253
Ditto, exported from ditto to ditto.....		86,69,264
Imports of merchandise exceed the exports by ..... Sicca Rupees		202,75,989
Treasure exported to India during the same period.. Sicca Rupees	240,21,172	
Ditto, imported from ditto.....	37,624	
		239,86,548
Balance *in favour* of the British settlements in five years ..... Sicca Rupees		442,62,537

Being in the following proportions to the different settlements:

In favour of	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
Bengal.....	71,01,049	37,52,345	108,53,494
Fort St. George and Dependencies	29,05,073	5,71,537	34,76,610
Bombay and Surat	102,69,867	196,62,666	299,32,533
Total . . . Sicca Rupees	202,75,989	239,86,548	442,62,537

The articles of which the imports and exports consisted, are enumerated under the heads of the respective settlements. The greater part of this commerce, as well as that to other places to the eastward

is carried on by the Arabs, under the flag of the Imaum of Muscat. The trade with the subjects of Muscat on the coast, and the independent Arabs in the interior, consist of

Almonds.	Gums, various.	Rhinoceros' horns.	Wax.
Cattle.	Hides.	Ditto hides.	Pearl shells.
Drugs, of sorts.	Honey.	Skins.	Horses.
Elephants' teeth.	Ostrich feathers.	Sheep.	Raisins.

taking in return various East Indian commodities, principally the under-mentioned:

Ginger.	Opium.	Pepper.	Spices.
Grain.	Piece goods.	Sugar.	Turmeric.

and a small quantity of European cutlery, glass ware, looking glasses, broad cloth, &c.

DUTIES.

Mahometans pay 2½ per cent. on imports and exports; all other nations pay 5 per cent.

PROVISIONS AND REFRESHMENTS.

Notwithstanding the unpromising appearance of the country near Muscat, provisions, fruits, and vegetables are to be had in plenty, and reasonably cheap. Bullocks are extremely good, at 10 to 12 dollars a head; a good sheep 2 or 3 dollars; fowls, large and reasonable. From April to September the market is extremely well supplied with grapes, melons, mangoes, oranges, limes, pomegranates, and other fruits; likewise greens, pumpkins, onions, and abundance of other vegetables. They are always well supplied with delicious fresh fish, which is the principal support of the natives; they kill meat daily on shore for sale, but that which comes on board the vessels, must come from Muttra, in a clandestine manner, as the compradore (or steward) is dependent on the Company's broker, who is a Hindoo, and very desirous of saving the lives of the bullocks, but they have not that authority on shore; they manage so as to bring the cattle on board in the night time. The best mode of watering, is with the ships' casks, otherwise they will bring off the water in oily boats in bulk, which will smell disagreeably in a few days, although very good if it is taken clear from the reservoir, which is near the sea, the water being conducted to it from a considerable distance inland. The Muscat mangoes are preferable to any in India.

BURKA.

This place is in latitude 23° 50′ North, and is strongly fortified. Here the Imaum of Muscat resides; between it and the entrance of the Persian Gulf, are several small villages seldom visited by any European vessels.

CHAPTER X.

Gulf of Persia.

Ras el Khima—Destruction of Pirate Vessels, &c.—Bahreen Islands—Pearl Fishery—Catif—Grane—Bussorah, Description—Coins—Weights and Measures—Trade to and from British India—Imports and Exports from Bombay and Madras—Surat Piece Goods suitable to the Bussorah Market—Bengal Piece Goods—Instructions relative to the Trade at Bussorah—Dutics and Port Charges—Provisions and Refreshments—Bandareck—Korgo—Karak—Bushire; Description—Coins, Weights, and Measures—Imports and Exports—Provisions and Refreshments—Busheab—Kismis—Ormus; Description—Gombroon; Description—Coins—Weights and Measures—Imports and Exports—Articles procurable in the Gulf of Persia—Almonds—Ammoniacum Gum—Arabic Gum—Arsenic—Assafœtida—Auripegmentum—Bdellium Gum—Bezoar Stones—Brimstone—Caramania Wool—Carpets—Coloquintida—Cummin Seed—Earth Red—Elemi Gum—Galbanum Gum—Galls—Gogul—Hypocistis—Jujubes—Kismisses—Labdanum Gum—Lapis Lazuli—Lapis Tutiæ—Mastic—Olibanum Gum—Opoponax Gum—Pearl Shells—Rose Maloes—Rose Water—Ruinas—Sal Ammoniac—Sarcocolla Gum—Schiraz Wine—Scammony—Worm Seed.

THE entrance into the Gulf of Persia is between Cape Mussendom in Arabia, on the southern side, in latitude 26° 12′ North, and longitude 56° 40′ East, and Cape Jasques in Persia, in latitude 25° 40′ North, and longitude 57° 55′ East, on the northern side.

On the Arabian side of the Gulf the coast extending upwards of 400 miles from Cape Mussendom to the Bahreen Islands, is denominated the Pirate Coast, and was but little known to Europeans till the year 1809, when the mischief done by the pirates was so considerable, and the cruelties they committed so great, that an expedition was fitted out at Bombay to act against them. The fleet stopped at Muscat, in expectation of the Imaum rendering some assistance; but he was much averse to the armament, on the presumption that the force would not be sufficient for the purpose. He stated that none but small vessels could approach the town of Ras el Khima, and that not less than ten thousand men could assail it by land; because the pirates would be assisted by the Bedouin Arabs to the number of twenty thousand.

RAS EL KHIMA,

The capital of the Pirate Coast, is in latitude about 25° 49′ North, and longitude 55° 30′ East. The town stands on a sandy peninsula, defended in the isthmus by a well-flanked battery with square towers, the sea-line defended by batteries of one gun each at regular intervals between the point and the wall, comprising a space of about 1¼ mile. Many date-trees are within the walls, and huts, built of their leaves and bamboo supports, form a suburb to the town of flat-roofed houses. There are several castles, one of which is the residence of their chief, and another a protection for naval stores, &c.

The town was taken by assault on the 13th of November, 1809; the enemy driven into the interior; all their guns spiked; about seventy vessels, principally dows, burnt; their magazines blown up, and every injury done to the works. This was effected with the loss of only one officer killed, and four men wounded. Considerable plunder was taken in the town: one soldier is said to have had 1400 gold mohurs.

BAHREEN ISLANDS.

The principal of these islands is situated about 30 leagues W. N. W. from Bushire, and within 5 leagues of the coast of Arabia: they are in possession of the Persians. On the island is a strong fort garrisoned with about 300 men; but their supplies, even water, are brought from the neighbouring places. At these islands is the greatest and most valuable pearl fishery in the world, the annual produce being seldom less than 60,000 Bussorah tomands, and often more; some years it amounts to 100,000 tomands.

The pearl banks commence in about 25° North latitude, and extend to 26° 40 North, having in that space several towns very little known.

The fishery generally commences in June, and lasts about two months. It is carried on by the Persians, and the divers are Persians.

The duty on what is taken, is one third to the Sovereign, which the collector receives every day, either pearls, or their equivalent in money, as the divers, or those who contract with them, can agree. It sometimes happens that a diver, or contractor, makes his fortune in a season. The boats are all numbered, and no oysters are allowed to be opened in a boat, but must be brought on shore by a certain hour, when they are opened in the presence of an officer. The pearls which are found, are then carried to the collector, who receives the duty, and the day's business is concluded.

The oyster banks have from 15 to 30 feet water on them, and some more. It frequently happens that a man will bring up 300 to 400 oysters in a day, and not find as many pearls as are worth five shillings; as there are more which have not any, than those that have, and of these many have only small pearls, which are denominated seed pearl.

The oyster shells are always the property of the divers, whether they fish for themselves, or contract with others. Some of these shells are from 8 to 10 inches in diameter, nearly of a round form, and thick in proportion. The oysters are seldom eaten, as they are generally rank. The sorts and sizes vary so much, that the smallest are not two inches in diameter: these are eaten by the people on the spot. The largest shells have not always the greatest quantity, nor do they contain the largest pearls, as neither the size nor colour indicates their contents, it being mere chance. The round pearls are always found in the fleshy part of the oyster, and many of those which have an irregular shape: some adhere to the inner part of the shell, which are deformed, and flat on that side which is attached to it.

The shells are bought on the spot, and sent to different parts of Persia, from whence they are sent up the Red Sea, and from thence to Grand Cairo and Constantinople. Many are carried to India, and from thence to China, where they are manufactured into a great variety of neat and useful articles.

The pearls produced here are not so much esteemed in Europe as those of Ceylon, having a yellowish hue; but the natives of India prefer them. They say they always retain their original colour: whereas the white will in a few years become darker, from the heat of the weather, and that of the person wearing them.

CATIF, OR EL KATIF.

The town is situated in latitude about 26° 50′ North, at the western extremity of a bay of the same name. It is said to be a good harbour, and a place of some trade, but is seldom visited by Europeans.

GRANE.

This town and harbour is situated on the Coast of Arabia in latitude 29° 13′ North, about 18 leagues from the entrance of Bussorah River. The town is on the south side of a small river, and here the Company's cruisers generally wait the arrival of the overland dispatches from Europe.

BUSSORAH.

This town is situated in a plain, about three miles from the great river of Arabia, from which a creek runs into the city, navigable at high water for vessels of 50 or 60 tons, and is in latitude 30° 30′ North, and longitude 47° 33′ East. It is about 100 miles from the Persian Gulf, into which that river empties itself, and about 90 miles from Korna, the extreme point of Mesopotamia, where the rivers Tigris and Euphrates unite The river is about half a mile broad from Bussorah creek to the Persian shore.

The city is walled, and surrounded with a deep and broad ditch; it has four gates and a sally port. The walls are of mud, from 20 to 25 feet thick, with parapet walls, breast high, which have small embrasures for musketry or arrows. The walls not only encircle the city on the side of the land, but likewise on those of the creek, the entrance of which is at a considerable distance, where the walls terminate on both sides, each extremity being defended by a fortification and a gate, which are three miles distance from the town. In the intermediate space are many thousands of date trees, mixed with rice grounds. The walls are about 12 miles in circuit; and although not half the enclosed space is built upon, yet it is a large city, and was formerly very populous. The two principal gates are large, and are situated on the land side; one is called the Bagdad, and the other the Zobeir Gate; neither of them is defended by a ditch, which is wanting for a considerable distance on each side. The foundation of the walls, which is built of burnt brick, reaches so high, as to be above the water when the ditch is full. The water is let into the ditch at the flood tide from the creek, and is retained by flood gates.

There are eight bastions, on each of which are mounted 8 brass guns, 12 pounders, besides which, upwards of 50 brass cannon, 6 and 9 pounders, on ship carriages, are mounted round the walls. The fortifications on each side the creek's mouth, are exclusive of the eight bastions; besides which, there is a battery of 12 brass guns at the Bashaw's quarters, which is about 100 yards below the creek's mouth.

The mosques and houses are all built of burnt brick; many houses belonging to the merchants are large and convenient, being only one story high above the ground floor, which consists of a hall facing the gate; on each side of which, are magazines and warehouses for the reception of merchandise.

The meydan, or great square, is very large, and is not only used for exercising horses, but as the great corn market, where wheat, and all kinds of grain and pulse are sold, wholesale. On one side of the meydan, is the Seraglio, or Governor's palace, which is very large, but not a handsome building.

Bussorah, previous to the plague, which commenced in April, 1773, was computed to contain 300,000 inhabitants, and in September following when it ceased, they only amounted to about 50,000; the remainder, except about 20,000, who fled from the city, having fallen victims to its fury.

Bussorah was first visited by the English in 1640, who soon after established a factory, which has been kept up ever since, notwithstanding the numerous convulsions to which the country has been subject. The factory is a good and convenient building, situated on the banks of the creek, full three miles from its mouth, where vessels of 80 tons may unload their cargoes at the gate of the factory. At the side of the creek is a good garden; and about 5 miles distance from the Bagdad gate, the Company's agent has a country house, called Margil, which has a good prospect up and down the river, from the banks of which it is distant about a quarter of a mile.

From its convenient situation, Bussorah is a place of great trade, as merchants can here purchase the produce of most parts of India, Persia, and Arabia at the first hand, they being imported directly from the place of their growth and manufacture. There are a number of Armenian and other merchants resident here, who carry on a considerable commerce with all the ports of India, by caravans to Aleppo and Bagdad, and from thence to Constantinople.

COINS.

Accounts are kept in floose, danims, mamoodies, and tomands, thus divided:

10 Floose 10 Danims 100 Mamoodies	make	1 Danim. 1 Mamoody. 1 Tomand, value about 15 rupees.	

Few of the coins current in Persia, are coined in the country. The consequence of this want of standard coins, and the introduction in their stead of foreign gold and silver, is a constant fluctuation in their value, so much so, that it is impossible to ascertain the value of gold coins for any length of time and the Governors of the different districts frequently alter their standard value without assigning any reason. Excepting the Turkish piastre, and the tomand, all other coins are taken at a disadvantage.

The following is the value in mamoodies of some of the foreign coins in circulation here:—

Gold mohur	71	to 72	mamoodies	Spanish dollar	7½	to 8	mamoodies
Sequin	21	to 21¼	ditto.	Lion dollars	7½	to 8	ditto.
Fundunclee	21	to 22	ditto.	Turkish piastre		6	ditto.
Zirmabob	20	to 21	ditto.	Bombay rupee	3½	to 3¾	ditto.
Stambole	20	to 21	ditto.	Persian rupee	3	to 3¼	ditto.
Gingerlee	14½	to 15	ditto.	Abassee	2	to 2½	ditto.

WEIGHTS AND MEASURES.

The weights are vakias and maunds; the latter are of two sorts, ateree, and sophy.

24 Vakias 76 Ditto 117 Ditto	make	1 Maund ateree, equal to avoir. 28lbs. 8oz. 1 Ditto sophy ditto 90 4 1 Cutra ditto 138 14		

The maund sophy is equal to 1 Bengal factory maund, 8 seers, 5½ chittacks; and the maund aterce to 15 seers 4½ chittacks.

There are sundry allowances made on goods on delivery, beyond the above weights, *viz.*

26 vakias per maund for ginger, pepper, and coffee.
25 ditto for cardamums, sugar-candy, and benjamin.
24 ditto for sugar, and all kinds of metals.

The maund for cotton is equal to 2 Surat maunds, and for indigo 3 Surat maunds 35 seers.

Gold and silver are weighed by the cheki of 100 miscals, each miscal 1½ dram, or 72 grains troy. A miscal of the finest gold is worth about 22 mamoodies; a cheki of silver, or 150 drams, is worth about 180 mamoodies.

The oka of Bagdad is 2½ vakias ateree, and weighs 266 miscals, or about 400 drams.

The preceding is the mode of reduction of weights used by the Arabians; but the Europeans at Bussorah reckon the maund sophy to consist of 3 maunds ateree, and 25 vakias ateree equal to 1 maund ateree. The rattle is 14½ vakias ateree.

The guz, or cubit, is about 37 English inches, 93 being equal to 100 English yards.

TRADE TO AND FROM BRITISH INDIA.

Persia is happily situated for trade, almost surrounded by Arabia, Turkey, the Tartars, and countries whose commerce is imperfectly known to the North and North East, and also by India. It has however, a large tract of the sea coast, and communicates at the same time with Aleppo and Constantinople through Bussorah and Bagdad, and with Russia by means of the Caspian Sea. If to these circumstances be added, its former state of prosperity, affluence, and splendour, with the fertility of soil, and its numerous natural productions, it is reasonable to form great expectations from such a combination of advantages. Persia, however, adds another melancholy instance to those found in the annals of history, that every blessing which nature can bestow, is of no avail unless accompanied by that peace and tranquillity which alone result from a steady, well-regulated Government. If, in addition to political convulsions, we consider the havoc made by maladies, which in some places, and on some occasions, on the confines of Turkey, are stated to have destroyed one third of the inhabitants, the emigrations which have ensued, the few in number now left who enjoy ease and affluence, whence trade derives its best support, the comparison between the past and present state of Persia in every respect will be found truly deplorable.

The trade carried on between British India and Persia is however very considerable, and is open to every one, the article of woollens excepted, which the Company reserve to themselves, notwithstanding it is attended with an annual heavy loss. It appears from papers laid before the House of Commons, that

The average amount of sales at Bussorah for 10 years was	£5047
The annual loss	1130
Besides which, the expence of the factory, including presents, was	4276
Annual loss arising from the sale of woollens, and the establishment	£5406

The demand for British manufactures is comparatively small; the most valuable part is supplied from Europe by caravans across the desert. The expence of carriage, including the insurance from risk, and the duties paid the wandering tribes, &c. is very moderate. It is impossible that a cargo of European goods to any extent could be found capable of being disposed of in all or any ports in the Gulf. It will appear by the list of imports in 1805, that the only European articles mentioned are lead, cutlery, quicksilver, iron, beads, cochineal, and steel; and the amount was under a lac of rupees. A considerable part of the goods imported into Bussorah from India is, no doubt, for Turkey and other parts, as well as Persia; but as most of those articles are also imported into Bushire (the Indian manufactures, however, in small quantities, but the others in a much larger proportion), some of these necessary for the supply of Persia, are of considerable value, and naturally entitled to a preference over woollens or other European articles; whilst, on the other hand, the greater part of the products and manufactures of Persia is not suitable to the Indian markets. They consist of horses, pearls, silks, brocades, carpets, manufactures of steel, sword blades, spear heads, gun barrels, glass, rose-water, otto of roses, cotton cloths, shawls, skins, raw silks, some indigo, tobacco, rhubarb, drugs of different sorts, dried fruits, iron, copper, Caramania wool, wines, and some trifling articles; to which must be added Persian and Turkish coins, Venetian sequins, German crowns, and gold and silver in bars. India is therefore a constant drain upon Persia for its gold and silver, as scarce one third of the imports can be returned to India in the produce of Persia.

The following is a statement of the trade carried on between Madras and Bombay and the Gulf of Persia in five years, 1802 to 1806 inclusive; likewise the articles of which the imports and exports consisted in 1805. The trade between Bengal and the Gulf of Persia is blended with that of the Arabian Gulf.

IMPORTS FROM MADRAS AND BOMBAY.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	22,37,153	—	22,37,153
1803	15,10,253	2,000	15,12,253
1804	18,92,412	2,192	18,94,063
1805	21,90,686	—	21,90,686
1806	26,98,380	—	26,98,380
Total.	105,28,884	4,191	105,33,075

EXPORTS TO MADRAS AND BOMBAY.

Years.	Merchandise	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	7,37,448	12,22,919	19,60,317
1803	9,40,129	16,39,647	25,79,776
1804	11,52,678	11,27,107	22,79,785
1805	10,81,003	18,54,216	29,35,219
1806	11,35,385	22,92,521	34,27,906
Total.	50,46,643	81,36,410	131,83,053

Articles of Import in 1805.

Piece-goods	Sicca Rupees	11,68,155
Sugar		3,82,827
Grain		1,25,472
China ware		31,443
Cotton yarn and thread		49,224
Indigo		15,100
Lead		13,212
Sapan wood		24,699
Agala wood		20,415
Drugs		72,301
Spices		40,774
Pepper		51,085
Cotton		9,570
Coffee		2,625
Cutlery		9,200
Lac		6,402
Paper		2,419
Quicksilver		3,950
Raw silk		6,228
Shawls		3,868
Seeds		3,460
Tutenague		6,400
Turmeric		1,056
Tobacco		6,223
Tin		31,363
Iron		49,807
Beads		7,230
Cochineal		5,663
Gingelly oil		4,363
Steel		5,456
Sundries		30,497
Imports re-exported		200
Imports from Madras and Bombay		21,90,686

Articles of Export in 1805.

Dates	Sicca Rupees	1,84,540
Lametta		1,24,869
Hing		71,798
Copper		27,707
Coral		18,027
Galls		17,162
Myrrh		12,791
Benjamin		10,692
Olibanum		11,582
Almonds		14,927
Pepper		11,290
Rose-water		8,844
Shark's fins		47,136
Elephants' teeth		14,421
Horses		4,18,400
Fruits		1,810
Drugs		9,684
Gum		1,590
Sundries		73,733
Treasure		18,54,216
Exports to Madras and Bombay		29,35,219

Amount of merchandise imported from the British settlements of Bombay and Madras in the years 1802 to 1806	Sicca Rupees	105,28,844
Ditto exported to ditto, during the same period		50,46,643
Imports exceed the exports		54,82,281
Treasure exported to Madras and Bombay	81,36,410	
Ditto imported from ditto	4,191	
		81,32,219
Balance in favour of the British settlements of Bombay and Madras	Sicca Rupees	136,14,460
Being in favour of Bombay and Surat	Sicca Rupees	117,13,321
Madras and its dependencies		19,01,139

During the same period, the trade of Bengal with the Gulfs of Arabia and Persia was in favour of Bengal, Sicca Rupees 108,53,394; of that amount, one half may be considered to arise from the trade with Persia, which will make this trade in favour of British India in 5 years, Sicca Rupees 190,41,157, which, at 2s. 6d. sterling per Rupee, is equal to £476,028 10s. per annum.

Surat Piece Goods suitable to the Bussorah Market, by J. Stevens.

From Surat the following piece-goods are imported, in the proportions hereinafter stated, *viz.*

Red Shellas or Salloes	20 corge
Red Sahn	20 ditto.
Red Baftaes	15 ditto.
Humsey Red	16 ditto.
Humsey Siah Surmaie	30 ditto
Duty Siah Surmaie Pono der Guzzee	25 ditto.
Bafta Siah Guzzee Surmaie	20 ditto.
Duty Mauwee, or light blue Der Guzzee	15 ditto.
Baftae Siah Surmaie	10 ditto.
Shellas or Salloes, Siah Surmaie, the cloth to be thick and close woven, half of the first, and half of the second sort	60 ditto.
Sahn Siah Surmaie, the cloth to be close	30 ditto.
Duty Brodera	50 ditto.
Duty Broachee	40 ditto.
Byram Nousaree Surmaie, the cloth to be thick and close woven	190 ditto.
Byram Broachee Surmaie ditto ditto	96 ditto.
Byram Randaree Surmaie ditto ditto	96 ditto.
Cotton yarn, Siah Surmaie, each bale to weigh 5 Surat maunds	3 bales.
Mulmuls Siah, called Setra Guzzee, dyed at Surat, a very deep blue	10 corge

The above red and blue goods are the consumption of Bussorah, and places adjacent, so that a considerable quantity is likely to go off well. It is necessary to observe, that the sooner these goods are provided at Surat, the cheaper they will turn out; and by being early at market, you will have the advantage of chusing or procuring the goods of a finer quality than when the monsoon is far advanced, or at the latter end of it.

Of fine Surat piece goods, the following will answer:

Soosey Hundee Seefed and Cheendar	20 corge.	Chitaura Elvan Cankneedar	1 corge
Germasoot Guzzee Elvan Mutariff	10 ditto.	Ditto yellow and white striped	1 ditto.
Ditto Kermesi Solbisi	3 ditto.	Ditto red and white striped	1 ditto.
Germasoot Mulherhaune	5 ditto.	Ditto penge reng Kalam Areed	1 ditto.
Germasoot Mahomet Shai Seefed	2 ditto.	Ditto Amshuat	1 ditto.
Chitaura Mahomet Shai Seefed	1 ditto.	Bafta Bootidar good, with flowers	10 ditto.

Of the above goods, if well provided, a considerable quantity may be disposed of; likewise of the finer sorts of Guzzerat goods, such as are usually brought to this port.

Bengal Goods suitable to the Bussorah Market.

Mulmuls Annendee, of the first and second sorts, ¼ of the first sort, ¼ of the second sort.

Mulmuls Setra Guzzee, of the first sort, which at Bussorah go under the name of Mulmuls Sherbetty and Mahomet Hyatee; observe, that two-thirds should be of the Mulmuls Annendee, in the manner above specified, and the other third part of Setra Guzzee, as above mentioned. And observe also, that the assortment of goods made up for Bussorah, are generally, or ought to be in the following manner, *viz.* two-third parts, or thereabouts, of your whole parcel of goods ought to be of Mulmuls, and Mulmuls Setra Guzzee, in the manner and proportion as are above specified; and the remaining third part of the adventure ought to be made up of the goods hereunder mentioned. All which goods, together, or one with another, generally go at a certain rate, more or less, according to the demand and quantity at market. But take notice, that all goods be of the usual lengths and breadths; for if they are deficient, it will prejudice the sale.

Mulmuls Santipore, of divers sorts; but the finest sort is most in demand.

Mulmuls Savagepore, as they call them here, the old or true sort. Of each sort an equal quantity.

Mulmuls Savagepore Solosoy.	Cassa Boorum, 1 or 2 bales to every 25 or 30 bales.
Mulmuls China Sonergam.	Cassa Izmere, sorted in like manner as the foregoing.
Mulmuls Sarookpeach.	Dooria Rizaput, ditto.
Mulmuls Powookpeach.	Dooria Alley Cauney, ditto.
Cassa Solosoy.	Munga Dooria of the Tanzib sort, 1 or 2 bales.
Cassa Ketmery; 1 bale of this is enough to every 20 or 30 bales of Mulmuls.	Munga Dooria of the Mulmul kind, not in demand.
	Munga Dooria of the Bafta kind, 5 or 6 bales.
Terrandems, sorted in like manner, as above.	Bafta Dacca, 2 or 3 bales.

The above specified goods are the proper sorts to sell to the merchants, who come to purchase them from the different parts of Turkey, *viz.* Constantinople, Smyrna, Aleppo, Diabekir, Bagdad, &c.

Instructions relative to the Trade at Bussorah, by J. H. Elmore.

Immediately upon your arrival at Bussorah, use dispatch in going up to town, and procure boats for your cargo; for which you will apply to the Chief, who generally sends down boats, called dunnocks; but I would advise you to have trankeys, as they are less liable to be stopped in the river, which frequently happens when dunnocks are sent.

You are next to look out for, and hire a good house, with large godowns, which ought to be as nigh the creek as possible, for the convenience of landing and receiving your goods.

In chusing your broker, much caution and circumspection are necessary, as your whole transactions depend upon his being steady to your interest. If possible, employ a person who trades a little for himself, and is independent of any one else; the same caution is to be used in chusing your shroff (or banker.)

These persons you will find very slow in transacting your affairs, though they will appear to be very assiduous. Your servants should be solely dependent upon yourself, and you ought not to employ any recommended by persons whom you suspect to be desirous of prying into, or being acquainted with your business and concerns. This caution is to be observed, otherwise your transactions will be communicated to the whole town, which doubtless will be much to your prejudice.

After you are settled in your house, the merchants will come and pay you a visit; the Turks and Armenians will be very inquisitive about your affairs. They are particularly tenacious of any slight; be therefore very complaisant in your behaviour, and treat them (particularly the Turks) with much courtesy.

When landing your cargo, the freight goods (if you have any) should be put in different boats than your own, otherwise it will occasion much confusion and trouble, as all the freight is carried to the custom-house; but your own private trade, immediately upon landing, is carried to your own house; for which reason, the officers on board should have a list of the freight goods, and orders not to mix them in the boats with the trade, but load them separately.

The purser (if you have one) ought to attend at the landing-place with a list of the freight, and the marks and numbers of each package; as it frequently happens that the merchants do not know their bales.

After all your goods are landed, you inform the Shabundar you are ready for his visit: he will come with his officers, attendants, writers, and some of the principal merchants of the place They will take an account of your goods, open a bale or two of each quality, and are satisfied with your account of the number of bales, and quantity of pieces in each. This good opinion should not be abused, as it renders the inspection extremely easy to you. And for the gruff goods, he takes the account entirely from yourself.

After this visit, he pays you another, to be informed of the prices for which you have sold your goods; and if any remain unsold, they are valued, and the customs and duties calculated upon the whole.

The Shabundar receives no duty upon grain; this is paid to the Murbarall: other goods either pay to the Shabundar, or custom-house.

Upon exporting any goods, you must have a permit from the Shabundar, mentioning the quantity and quality of them.

The hamauls, or custom-house porters, will not allow your own hamauls to bring your goods from the water-side to your house (as these people farm their place from Government, and pay a large sum annually for it), for which you pay them 1 mamoody for every bale, and 5 mamoodies for every 100 maunds (sophy.) House hamauls have only one half that sum for their labour, and 5 mamoodies per 100 maunds (sophy) for the returning cargo.

Boat hire is 2 mamoodies per bale, and 10 mamoodies per 100 maunds (sophy). The best method is to hire trankeys for so much per trip; the expence is something more, but the safety of your goods, and the dispatch they make, fully compensate for it.

Presents here are very necessary, particularly to the Islam (or Bashaw); they are generally made up in goods to the value of 1,200 or 1,500 cruse; but he afterwards receives the amount in money, and the goods are returned: this makes it easy to the merchant, as he might otherwise dispute the value of the goods.

You should make a proportionate present to the Shabundar and his people, the Mirbhar's people, your broker, shroff, linguist, and the Bashaw's servants.

After your presents are all made, you visit the Islam, who makes you some trifling present, as a coat, (or gown) such as is worn in the country.

A house will cost about	30 tomands for the season.
A licence to trade	5 tomands per annum.
Durwan, or door porter	36 mamoodies per month.
Waterman, or Beasty	30 mamoodies per month.
Watchman	20 mamoodies per month.

Owners of ships from all ports in India, allow the commanders house rent, palanquin (or carriage) hire, oil, candles, grain, fuel, sircars (or compradores) pay, except at the port to which the ship belongs, when no house rent or palanquin hire is allowed, but every thing else. And this custom is general in India, except there is a special agreement to the contrary. If they bring back freight, the owners allow the Commander 5 per cent. as a commission for collecting it.

DUTIES AND PORT CHARGES.

All goods imported in English ships pay a duty and consulage to the East India Company, which amount to 6 per cent. This duty is over and above what is paid to the Bashaw of Bagdad; and as most of the goods from India are brought in English ships, it amounts in the year to a considerable sum.

The Bashaw of Bagdad receives two customs on all goods which are sent from Bussorah, *viz.* 3 per cent. from Europeans, and 8 per cent. from all Turks, Persians, and other Asiatics; one duty is paid at Bussorah, the other at Bagdad. These goods are rated at the current prices which they may be worth on their arrival at each place, with the exception of such goods as are conveyed directly by the caravan from Bussorah to Aleppo, which must pay two duties at Bussorah, one on their arrival, and another, called the Bagdad duty, before their departure. No caravan can depart for Aleppo without leave first obtained from the Bashaw of Bagdad; so that he receives 6 per cent. from Europeans, and 16 per cent. from all others, and half this duty only on goods consumed at Bussorah.

PROVISIONS AND REFRESHMENTS.

Provisions are very good here, and at reasonable prices, particularly beef, mutton, and butter, as well as camel's flesh, which the Arabs prefer to beef, especially when young.

The fruits procurable here, are apples, grapes, peaches, nectarines, pomegranates, dates, &c.

BANDAREEK.

This port is in latitude 29° 42′ North, and previous to the troubles in Persia, the Company had a factory here; it has been long since withdrawn. It was formerly a place of some note; the houses are built of mats; the inhabitants are chiefly Arabs; and though they may appear civil to Europeans, are not to be trusted.

KORGO

Is a small low island, about 4 leagues long, and a quarter of a mile broad, situated near the N.E. end of Karak; there is a channel between them about a mile wide, and quite safe. On both ends of Korgo there is water, but not so good as that on Karak; the best anchorage is at the N. E. part of the island, where there are a few date trees, and thereabouts a watering place, where near 40 of our people were cut to pieces in 1768, when we assisted the Persians in the siege of Karak.

KARAK.

This island is in latitude 29° 14′ North, about 12 leagues from Bushire town. It is about 7 miles long, and 4 broad. At the N. E. end is a bay, where there is good anchorage, and near it a strong castle built on the extreme point, which commands the whole anchorage of the bay. This island was uninhabited till about 1760, when a Dutch gentleman from Bussorah having surveyed it, and finding the bay perfectly secure, and that there was a good situation to build a town, with a castle for its defence, and that of the ships at anchor in the bay, reported his observations to the Government of Batavia, who approving of the design, sent him back with several ships laden with every necessary for

building the castle and town, and a large quantity of European and Indian goods. They completed their work, and had a brisk sale for their goods, of which they had a regular supply for six or seven years; but were dispossessed by a Persian Prince who lived at Bandareek, a few leagues to the northward of Karak. He then made the island his chief place of residence, built a number of vessels, and commenced pirate, taking and plundering ships and vessels of every nation, till he became as great a terror to those who navigated the Persian Gulf as the famous Angria had heretofore been in India. In 1768 the Persians, with the assistance of the English, made an attempt to capture the island, but it was ineffectual. The Persians, however, contrived to get possession of it in the following year without any loss (the Prince having abandoned the island), becoming masters of an immense quantity of merchandise, ammunition, many galliots, and some treasure. It still continues in their possession, but has very little trade.

The best pilots for Bussorah are procured here. To carry a ship there and back, they generally receive 150 to 160 rupees, with an addition of 50 more for the trankey that attends, and provisions for five or six people. It is customary to give a bag or two of rice to the Sheik, and one to the pilot's family. During the time the ship is stationary at Bussorah, the pilot receives 10 rupees per month.

PROVISIONS AND REFRESHMENTS.

The water of Karak is much better than at Bushire. Firewood is very scarce; what they have, is brought from the northern coast. Fish are plentiful, which with dates is the principal food of the inhabitants; for they have no grain but what comes from Bushire, and very few vegetables. Bullocks, sheep, and poultry are to be procured, but at an exorbitant price when a supply is wanted. Vegetables are scarce.

BUSHIRE

Is the principal seaport the Persians have in the Gulf, and is situated about S. S. E. from the bar at Bussorah, 70 leagues distance, and about 8 leagues S. E. from the island of Karak. The town is in latitude 29° North, and longitude 50° 47′ East, and stands on the North point of a low peninsula, of which Bushire Point, about 4 leagues to the southward, forms the other extreme. It stands so very low, that the houses are discovered on coming from the sea, much sooner than the land on which the town is built. The situation on one side is near the entrance, and on the south bank of the river of that name, having a sandy beach between the houses and the river, in some places about 20, in others from 30 to 40 yards in breadth at high water. The tide rises in the river 5 or 6 feet perpendicular, but not more than two or three in the roads. Another side of the town is on the banks of the sea, with a sandy beach. The town is surrounded with stone walls, except the part which is within the river's mouth; but they are not kept in good repair. There are two gates on the land side, one on each side, facing each of which is a very large brass cannon, the diameter of the bore of which is 11¼ inches: they were brought from Ormus in 1622, and though they bear the date of 1502, appear as if new. The town is about 3 miles in circuit, and of a rectangular form; the longest sides are those on each sea bank. There is neither castle nor battery in or near the town belonging to it; but there are many war galliots, and a number of small merchantmen belonging to those who trade to and from Muscat, Gombroon, and other places in the Gulf, as well in Arabia as Persia and Bussorah. The number of inhabitants is stated to be 20,000.

The entrance of the river is about 3 miles broad; yet near the town it is not navigable (even for boats at low water) a hundred yards across. Vessels that draw more than 9 feet, cannot come into the river at high water; those of less draught may go above the town. The road where ships lie, is directly fronting the river, there being 2 or 3 fathoms three miles from the shore. There are many channels in the entrance of the road, between which there are not above 8 or 10 feet, so that ships of any great burthen anchor at least 2 leagues from the shore in about 4 fathoms, with a soft muddy bottom.

The road is quite open; and when strange ships arrive, they should make signals for a pilot to come from the town, as all ships bound to Bussorah call here, and take a pilot, while those that come from Bussorah, put their pilots on shore at Bushire.

The castle of Bushire is about 12 miles S. E. of the town; the Portuguese had formerly a factory here, having first built a castle, and then a town, which they walled round very strongly, with only one small gate on the land side, barely sufficient for a loaded mule to pass. The castle is of great extent, situated on an eminence, and although at present much decayed, makes a noble appearance from the sea; it was taken by the Persians from the Portuguese in 1622, who, being hard pressed, left behind their cannon and mortars, which were all brass; but being masters of the sea, carried off their moveables.

At one period the Company had abandoned Ormus, Gombroon, and Bushire; but at the request of the Persian Government, an establishment was again formed at the latter place, which has continued ever since. No trade can be carried on with Persia from the sea, without a regular establishment of persons constantly residing at this port and Bussorah, to cultivate the protection of this fluctuating Government, by making presents, and at times to a considerable amount, whenever a revolution may take place in the country.

The Company being deprived of the means of an establishment on the borders of the Red Sea, from the want of protection, they retain the settlements of Bussorah and Bushire, notwithstanding the great loss they have sustained for many years, and which may probably continue for many more, as they are well situated for obtaining information, as well as for improving every favourable circumstance which may arise.

COINS, WEIGHTS, AND MEASURES.

Many of the European, and most of the Asiatic coins pass at the same rates as at Bussorah; but the price fluctuates according to the quantity of the specie in the market.

Accounts are kept in floose, mamoodies, and tomands, 100 mamoodies making 1 tomand.

Pearls are sold by the abas, a weight equal to about 3¼ diamond grains, or 2,875 dec. gold grains.

IMPORTS AND EXPORTS.

The East India Company have a resident here, with a view of extending the sale of woollens and metals, of which they are obliged by their charter to take so large a quantity; all other articles are free for individuals to trade in. The annual average amount of woollens sold at this residency for 10 years from 1780 to 1790, was £2608, on which the loss was about 5 per cent. This with the expences of the factory, which was during the same period near £1400 a year, and advances made to the Bombay cruisers when stationed here, made an annual loss of upwards of £1800 per annum. The articles sold were broad cloths, long ells and shalloons; in no year did the sale exceed £7,000, and in one year, 1788, only £93.

From Bombay, Bengal, Muscat, and other places are imported piece goods similar to those enumerated at Bussorah, likewise the following articles:

Bamboos.	Cassia buds.	Musk.	Shawls.
Cotton.	Coffee.	Nutmegs.	Silk goods.
Cotton yarn.	China camphire.	Pepper.	Turmeric.
Cardamums.	Ginger.	Red lead.	Tutenague.
Cloves.	Indigo.	Sugar.	Tobacco.
Cinnamon.	Iron.	Sugar candy.	Tin.
China ware.	Lead.	Steel.	Woollens.

A considerable part of these importations is supposed to be for Turkey and Arabia, as well as this part of Persia; of Indian manufactures the quantities imported into Bushire are small compared with those of Bussorah, but of the European commodities a much larger proportion.

Very few of the products of Persia being suitable to the Indian market, the returns are principally made in Persian and Turkish coins, Venetian sequins, German crowns, and gold and silver in bars. About one fifth of the imports are estimated to be returned in Persian commodities, consisting of drugs of various kinds, carpets, rose-water, otto of roses, Schiraz wine, &c.

PROVISIONS AND REFRESHMENTS

Are all brought from the interior by caravans, and the town is well supplied with fruits, vegetables, and meat, which are both good and cheap. A full grown sheep from 1¼ to 2 rupees each. Oxen, which weigh from 4 to 5 cwt. each from 6 to 8 rupees. The fruits are good, such as apples, pears, peaches, nectarines, apricots, plums, and grapes. Bread, butter, milk, and vegetables are excellent, and reasonable. The water in the town is very bad, being brackish, and brings on disorders: but they have some good water which is brought from the interior. There are fish of various kinds in great plenty.

BUSHEAB.

Next to Kismis, this is the largest island in the Gulf, and is in latitude 26° 50′ North; it is about 12 miles long, and 4 or 5 broad. At its east end is good anchorage: here the chief of the island resides, who is a kind of pirate, and not to be trusted. A few years since a vessel belonging to Bombay was wrecked on a reef which runs out about 3 miles from the west end of the island, the cargo of which was seized by him, and not long after, one of the Company's packets ran upon the island in the night, and was lost.

KISMIS.

This island, which is the largest in the Gulf, is situated near the continent. On its east end, opposite a small island, called Larek, is a considerable town well inhabited. This island produces large quantities of wheat and other grain, and was formerly the granary of Ormus. In 1642 the Dutch made an attempt to take the island; but, losing a great many men, were obliged to desist, and make their peace with the Persians by considerable presents. The town is in latitude about 27° North.

On the north side of the island was a nest of pirates, who were destroyed by the English in 1809.

ORMUS.

This little island, which is not more than 6 miles long, and about 4 broad, stands within 7 miles of the continent, in latitude 27° 12 North, nearly opposite to Gombroon. It was first visited by the Portuguese under Albuquerque in 1508, and was then a place of great importance. The King of the island, having heard of the conduct of the Portuguese in the neighbouring towns, which they had attacked, plundered, and burnt without provocation, made every exertion to defend the island, so that, when the Portuguese entered the harbour, there were 30,000 men on the island, and in the harbour 400 vessels, sixty of them of considerable bulk, and having 2500 men on board. Albuquerque made an attack upon the town, in which he failed, but succeeded in destroying all the shipping: he then returned to India, doing all the mischief in his power. In 1514 he returned with a large force, and succeeded in obtaining possession of the island, on which he erected a strong fort; and leaving a sufficient garrison, proceeded to Goa. The Portuguese encouraged the commerce of the island, which wonderfully flourished; they built elegant houses, and increased the fortifications; and during the period it remained in their possession, about 120 years, it so advanced in wealth and splendour, that it was considered the richest spot in the world. The Portuguese having committed many outrages on the English shipping and property, the latter agreed to join the Persians in an attack upon Ormus. The attack was chiefly conducted by the English, and the city

and castle were taken on the 22d of April, 1622: the surrender was made to the English, and the Portuguese commander and principal officers were sent prisoners to Surat. On this occasion the English received a proportion of the plunder of Ormus, which was very considerable, and a grant of the moiety of customs at Gombroon. The Portuguese made an attempt for its recovery, which was unsuccessful. After it once fell into the hands of the Persians, the place was quickly ruined, and the trade transferred to Gombroon. A garrison was kept in the citadel for some time; but by degrees that has fallen to ruin, and the island is nearly deserted: scarce the smallest remains are now left to prove that this was once a place of such great consequence, and the principal magazine of the Indian commerce.

The only natural productions of the island are sulphur, salt, and red earth, for which articles vessels come occasionally. The black shining sand of Ormus is much esteemed in India.

GOMBROON.

This town, which was formerly of such great importance, is at present reduced to a fishing town, and is situated on the main, nearly opposite the island of Ormus, in latitude about 27° 10′ North, and longitude 55° 45′ East. The English obtained permission to settle a factory here in 1613. About 1620 the Dutch followed their example, and upon the capture of Ormus in 1622 by the English and Persians, numbers of merchants resorted here, and the commerce greatly increased. It was at that time strongly fortified; the houses were large and handsome, but the place was considered very unhealthy. The English remained here till 1759, when the factory, then defenceless and totally neglected, was attacked by the French, under Count D'Estaing, who had been made prisoner at Madras, and who was at the time on his parole. The force consisted of about 400 men, with four ships, having all the requisites for a siege. They began to batter the factory, in which were sixteen Europeans and a few seapoys as a guard to the house, on the morning of the 15th of October, and in the afternoon they summoned it to surrender, which it did, and the terms were calculated to clear the Count D'Estaing from the guilt of breaking his parole, which was given in the usual way, not to serve, directly or indirectly, against the English during the war, or until he should be regularly exchanged. The factory was afterwards re-established, but has long since been withdrawn, in consequence of the heavy expence, and the unhealthiness of the climate.

COINS.

Accounts are kept in shahees, an imaginary coin, and for which all bargains are made; the returns for goods, allowing 7 or 8 per cent. for the exchange, are generally made in abassees. All coins pass current here, Spanish dollars, rupees, Venetians, French crowns, &c.

10 Coz or Pice	make	1	Shahee.
2 Shahees		1	Mamoody.
2 Mamoodies		1	Abassee.
2 Abassees		1	Surat Rupee.
28 Shahees		1	Venetian.
16 Shahees		1	Spanish Dollar.
200 Shahees		1	Tomand.

Abassees and sequins are the common coins; of the latter there are several kinds, of which the Venetians are the best in India by 2 per cent. When a parcel of Venetian ducats are mixed with others, the whole go by the name of sequins; but when separate, one sort is called Venetian, and all the rest indifferently by the name of gubbers.

WEIGHTS AND MEASURES.

The larger weights are of different sorts, and vary according to the nature of the commodities sold.

The maund tabrees is 6¼ lbs. in the factory, but only 6¼ lbs. in the bazar; by this weight, sugar, copper, tutenague, and all kinds of drugs are sold.

The maund copra is 7¼ lbs. at the custom-house, but in the bazar from 7¼ to 7½ lbs. by this weight, rice, almonds, raisins, and other eatables are sold.

The maund shaw is likewise in use, being 2 maunds tabrees, and equal to 13½ lbs. avoirdupois.

The weight for gold and silver, is the miscal; 2½ miscals are equal to a Surat tola, and 200 is 1 maund tabrees. By this weight, all valuable commodities are weighed.

The long measure is the guz, 93 of which are considered equal to 100 English yards.

IMPORTS AND EXPORTS.

The trade formerly carried on was very considerable; at present it is trifling, scarce one vessel in a season calling here. The articles imported and exported, are similar to those enumerated at Bushire, but in very small quantities.

Articles procurable in the Gulf of Persia, with Directions how to chuse them.

ALMONDS

Are carried in large quantities from Persia to India; great care is necessary in the choice of these kernels, as they are apt to become rancid in keeping, and to be preyed on by an insect which eats out the internal part, leaving the almond to all appearance perfect. They should be chosen large, of a bright cinnamon colour without, breaking of a clean pure white within. A species of bitter almonds passes current at Surat, and are called baddams, about 60 of which are equal to a pice.

AMMONIACUM GUM

Is a concrete gummy resinous juice, brought from Persia, and various parts of the East, either in fine tears, or drops, or in masses composed of them of a milky whiteness; the external part of the mass commonly inclines to yellow or brown, and the white tears change to the same colour, on being exposed for some time to the air. This gum has a strong smell, somewhat resembling galbanum, but not so ungrateful; a disagreeable sweetness of taste, followed by a sensation of bitterness; it softens in the mouth, and on being chewed, becomes of a white colour. Gum Ammoniacum in masses should be chosen full of drops or tears, without filth or seeds, dry, brittle, growing soft by the fire, and easily reduced to a white powder, of a sharp taste and smell. The drops should be round, white internally and externally, of a bitter taste, and free from seeds or other foreign substances, and when thrown on live coals, burning away in flame. Reject that which is soft, dark coloured, and foul.

The following is a statement of the quantities imported and sold at the East India Company's sales, in the year 1804 to 1808 inclusive; with the sale amount and average price per cwt.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.
	Cwt.	£	Cwt.	£	Cwt.	£	£ s. d.
1804	—	—	81	288	81	288	3 11 1
1805	156	295	177	241	333	536	1 12 2
1806	—	—	81	114	81	114	1 8 2
1807	—	—	59	105	59	105	1 15 0
1808	—	—	—	—	—	—	

16 cwt. of gum ammoniacum is allowed to a ton. The permanent duty is £4 4s. per cwt. and the temporary or war duty £1 8s. making in the whole £5 8s. per cwt.

ARABIC GUM

Is the inspissated juice of the Acacia, and grows in various parts of the world. It is in small clear masses, of an insipid viscous taste, semi-transparent, of a clear whitish, or very pale yellow colour; the clearer and more pellucid, the better the gum. When pure, it will dissolve totally in water; otherwise it will leave a foul sediment. It is strongly recommended to have this gum well garbled, or cleaned, in India, as its value is much enhanced thereby, and particular care must be taken, that it is not mixed with a kind of gum resembling the best specimens of Gum Arabic, generally in larger pieces, that will not melt, but swell in water: considerable quantities have been imported of that kind, which is of no use whatever.

The following is a statement of the quantity imported and sold at the East India sales in the years 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years.	March Sale.		September Sale.		Total		Aver. per Cwt.		
	Cwt.	£	Cwt	£	Cwt.	£	£	s.	d.
1804	1011	4323	756	3813	1767	8136	4	12	1
1805	1867	9769	2064	6806	3931	16575	4	1	1
1806	1463	4282	71	146	1534	4428	2	17	8
1807	4984	12357	1581	3017	6565	15374	2	6	10
1808	1326	2844	56	146	1382	2990	2	3	3

20 cwt. of Gum Arabic is allowed to a ton. The permanent duty is 7*s.* 6*d.* per cwt. and the temporary or war duty, 2*s.* 6*d.* making in the whole 10*s.* per cwt.

ARSENIC

Is of two sorts, the common white, which is in India commonly called hartall, and the yellow, called auripegmentum, or orpiment, and by the Arabs, Zarnich. Arsenic, properly so called, is a moderately heavy, compact, hard, brittle concrete, of a chrystalline or vitreous appearance, gradually changing from exposure to the air, to a milky hue, like that of porcelain, and at length to the opaque whiteness of white enamel; the large masses preserve their transparency longer than the small, and in dry, longer than in a moist air. In the fire it neither burns, nor perfectly melts, but totally exhales in thick fumes of a strong fetid smell resembling garlic. Great caution is necessary in all operations upon arsenic, to avoid its fumes.

It is seldom imported into England from India. In 1805, 206 cwt. was sold at the East India sales, and the sale amount was £102. The permanent duty is 9*s.* per cwt. and the war duty 3*s.* making in the whole 12*s.* per cwt.

ASSAFŒTIDA

Is the concrete juice of the root of a plant growing in Persia, which, according to Kæmpfer, is perennial, tapering, ponderous, increasing to the size of a man's arm or leg, covered with a blackish bark; the internal substance is white, fleshy, and abounds with a thick milky juice, yielding an excessively strong fetid smell. Though assafœtida has been in use near 1,000 years, having been introduced by the Arabians, yet there was no satisfactory account of the plant which yielded it, till Kæmpfer, who visited Persia, and was on the spot where this drug is collected, published his account in 1712. Assafœtida has a nauseous, somewhat bitter, biting taste; the stronger these are, the better, as age diminishes both. It is originally in small drops; but when packed, it forms irregular masses, composed of little shining lumps or grains, which

have the different shades of white, brown, red, or violet. It should be chosen clean, fresh, strong scented, of a pale reddish colour, variegated with a number of fine white tears; when broken, it should somewhat resemble marble in appearance, and after being exposed to the air, should turn of a violet red colour. Its peculiar scent and taste will distinguish the genuine from the adulterated; that which is soft, black, and foul should be rejected. The packages should be carefully examined, or there will be considerable waste; they should also be tight, or the smell arising from this drug, will injure any other that is stowed near it.

The following is an account of the quantities imported and sold at the Company's sales for five years, 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years.	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	141	530	—	—	141	530	3	15	2
1805	114	816	43	57	157	873	5	11	2
1806	82	308	—	—	82	308	3	12	8
1807	11	42	29	103	40	145	3	12	6
1808	48	100	24	180	72	280	3	17	9

20 cwt. of assafœtida is allowed to the ton. The permanent duty is £2 16*s.* per cwt. and the war duty 18*s.* 8*d.* making in the whole £3 14*s.* 8*d.* per cwt.

AURIPEGMENTUM,

Or orpiment, so called from its being used as a gold pigment, is called Zarnich by the Arabians; it is commonly supposed to be the same as the factitious yellow arsenic, and to be possessed of a poisonous quality, but it is neither the one nor the other. It is a native fossil, found in Turkey, and the Eastern countries; some is also met with in Bohemia, but inferior in goodness to the other. The best sort is of a lively gold colour, here and there intermixed with pieces of a vermilion red, of a shattery, foliaceous texture, somewhat flexible, soft to the touch like talc, and sparkling when broke. The inferior kinds are of a dead yellow, inclining more to greenish, and want the bright appearance of the foregoing. It burns in the fire, but not very easily, of a dark, blueish, white flame, a sulphureous smell, and at the same time melts and becomes red. Its principal use is as a colouring drug amongst painters, bookbinders, &c. Great care is necessary in securing it, or it will from its weight break the packages, and much of it be lost. It has been imported in powder, which has been of a beautiful yellow colour.

20 cwt. of auripegmentum is allowed to a ton. The permanent duty is 18d. per cwt. and the temporary or war duty 6d. making in the whole 2*s.* per cwt.

BDELLIUM GUM

Is produced in Persia and the East Indies, and is externally of a reddish brown, somewhat like myrrh; internally it is clear, and not unlike glue; it is in loose drops, not concreted into cakes. Some of these drops are as large as hazel nuts, many less than a pea, and some few of considerable size; they are seldom regularly round, often crooked, and of an irregular shape. This gum is moderately heavy and hard; taken into the mouth, it grows soft and tough, in the manner of mastic; its smell is not disagreeable; its taste inclines to bitter, but not so much as that of myrrh; it readily takes fire, and burns very briskly with a white bright flame, though it crackles all the time, and frequently throws small fragments of matter to the surface of the flame. It should be chosen somewhat transparent, the more so the better, of a bitter taste, and of a dusky reddish brown colour, moderately heavy and hard, becoming soft and tough in the mouth. It entirely dissolves in verjuice or vinegar.

16 cwt. of Gum Bdellium is allowed to the ton. The permanent duty is £2 16*s.* per cwt. and the temporary or war duty 18*s.* 8*d.* making in the whole £3 14*s.* 8*d.* per cwt.

BEZOAR.

This medicinal stone, to which extraordinary qualities were formerly attributed, has latterly been much more lightly esteemed. It grows in the stomach of an animal of the goat kind, inhabiting the mountains in various parts of Persia and India. Besides this, there are German and other bezoars, which are less valuable. The genuine Oriental bezoar is commonly of an oval form, and between the size of a hazel nut and a walnut; if larger, it is more valuable; if smaller, of little value. This stone is externally smooth and glossy, and composed of several shining coats, like an onion, enclosing either a powdery substance, or a nucleus, round which they are formed. The colour most valued, is a shining olive, or dark green; but there are some whitish, some grey, and some of a dull yellow. Purchasers should be careful in chusing this drug. The real bezoar has little smell, and no taste. It should be as large as possible; the very small pieces should be entirely rejected, as they are most commonly increased with factitious substances resembling them. When a red hot needle, on entering the bezoar, occasions it to fry and shrivel, it is not genuine; if it only throws off a small scale or crust without entering, it is good. If on rubbing it over paper, previously smeared with chalk or quick lime, it leaves a yellow taint on the former, or a green one on the latter, it is a good stone. If the bezoar, after soaking five or six hours in lukewarm water, remains unchanged in weight, colour, or consistence, it is genuine. Nor should it appear affected by rectified spirit any more than by water. The powder, after agitation with water or spirit, subsides uniformly and totally, leaving no greenish matter dissolved in the liquors, as those powders do in which the bezoar-tincture has been imitated by certain vegetable matters.

The permanent duty on Bezoar stones is 1s. 6d. per oz. and the temporary or war duty, 6d. per oz.

BRIMSTONE, OR SULPHUR,

Is a well-known substance, hard, brittle, and inflammable, of an opaque yellow colour; it is found, more or less pure, generally in the neighbourhood of volcanoes; it is an article of trade from Persia to the British settlements, but not to any extent. It has been carried to China; but being contraband, would not fetch any price, and was thrown into the river.

CARAMANIA WOOL.

This article was formerly one of the principal imports into England from Persia, and the East India Company were particularly anxious to obtain it, it being in great demand in some of the British manufactures. It is described "as soft as silk, curiously curled, of a mixed colour, black and white, inclining to grey.

COLOQUINTIDA,

Or bitter apple, is a fruit about the size of an orange, that grows on a climbing plant of the gourd kind, in Persia, Arabia, and Egypt; it is light, and of a fungous texture, with a number of roundish seeds in the cavities, which are unctuous, and sweetish to the taste; the other part is acrid, nauseous, and extremely bitter. Chuse the largest white apples, that are light, round, and not cracked or broken, as the seeds are the most material part of the fruit.

It has occasionally been imported from India; but the prices it has fetched, have been very low.

In September sale, 1803,..123 cwt. sold for £13.
In March sale, 1807,.....395 cwt. sold for £30.

8 cwt. of Coloquintida is allowed to the ton. The permanent duty is £5 12s. per cwt. and the temporary or war duty, £1 17s. 4d. making in the whole £7 9s. 4d. per cwt.

CARPETS

Were formerly an article of trade; but from the improved state of our own manufactures, and the heavy duty on Persian carpets, they are now seldom imported. The permanent duty is £1 10*s.* 6*d.* per square yard, and the temporary or war duty 10*s* 3*d.* making in the whole £2 1*s.* per square yard.

CUMMIN SEEDS.

The plant which produces these seeds, somewhat resembles fennel, and grows in various parts of India, Persia, and Egypt; it is an article of trade with Surat. The seed is a kind of carraway, of a bitterish, warm taste, of an aromatic, but disagreeable flavour. They are to be chosen fresh, and of a greenish colour. There are several sorts of cummin seeds to be met with, but they are seldom imported from India.

EARTH, RED,

Or Indian red, is the name of a species of earth, which is procured from some of the Islands in the Persian Gulf, and carried from thence to Surat, Bengal, and other parts of India, where it is used in painting houses, &c. It is much esteemed among painters, being an useful colour, but it is difficult to be procured genuine in England. The best kind is of a fine purple colour, extremely heavy, and of a very great hardness, of a firm, compact, solid texture, and always full of bright glittering particles, of a rough and dusty surface, colouring the hands very much; it adheres firmly to the tongue, melts with difficulty in the mouth, and is of a rough, austere, and very astringent taste; thrown into water, it makes a very considerable ebullition, but moulders or breaks with difficulty in it. In the fire it burns to a greater hardness, with very little change of colour.

ELEMI GUM

Is a concrete resinous juice exuding from a tree of the olive kind, growing in the East and West Indies. The East India elemi is generally brought in cakes of 2 or 3 lbs. each, of an oblong, roundish form, wrapped up in flag leagues; it is semi-transparent, and of a pale yellow colour, a little inclining to green. Chuse that which is softish, of a pale whitish yellow colour, and of a strong, not unpleasant smell, somewhat like that of fennel, and of a bitterish taste. Reject that which is hard, dark coloured, or dirty.

16 cwt. of gum elemi is allowed to a ton. The permanent duty is £2 2*s.* per cwt. and the temporary or war duty 14*s.* making in the whole £2 16*s.* per cwt.

GALBANUM GUM

Is the produce of an evergreen plant, found in Persia, and in some parts of Africa. When this plant is in the third or fourth year of its growth, it naturally exudes drops of galbanum at the joints; the natives to increase the produce, wound the main stem at this time, at a small distance above the root; the juice then flows plentifully, and is collected for use. Galbanum is a gummy, resinous, rather unctuous substance; sometimes in the natural drops or tears, but more frequently in masses composed of a number of these blended together. The drops when perfect, approach near to a roundish, or oblong figure; but they commonly lose their form in the masses; these are pale coloured, semi-transparent, soft, and tenacious. In the best specimens, they appear composed of clear whitish tears, often intermixed with stalks, and seeds of the plant. When fresh, the masses and tears are white, and with age, change to yellow or brown.

When the tears can be procured, they are to be preferred to the masses or cakes; these tears should be fattish, moderately viscous, and glossy on the surface; such as are too fat, of a dark brown colour, and mixed with sticks, and other foreign substances, are to be rejected. The best cakes are those of a light yellow colour, of a strong, piercing, and to most persons a disagreeable smell, of a bitterish warm taste, not very humid, nor yet quite dry, being of a nature between a gum and a resin, flaming in the fire, and with difficulty dissolved in oil. The less chips, dirt, stalks, or other impurities, the better. A mixture of two parts of rectified spirits of wine, and one of water, will best shew its quality, by dissolving all the pure galbanum, and leaving the impurities. When its foulness renders it of little value, it is best purified by enclosing it in a bladder, and keeping it in boiling water till it melts, or becomes soft enough to be strained by pressure through a hempen cloth. If this process be skilfully managed, the galbanum loses but little of the essential oil, some of which is generally carried off in evaporation.

The following is an account of the quantities imported and sold at the East India sales in the years 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	—	—	15	241	15	241	16	1	4
1805	24	199	42	399	66	598	9	1	2
1806	—	—	57	238	57	238	4	3	6
1807	—	—	—	—	—	—			
1808	—	—	—	—	—	—			

16 cwt. of Gum Galbanum is allowed to the ton. The permanent duty is £4 4*s.* per cwt. and the temporary or war duty £1 8*s.* per cwt. making in the whole £5 12*s.* per cwt.

GALLS

Are hard roundish excrescences, found on a species of oak trees, in various parts of the East, produced from the puncture of an insect, and affording a lodgment for its young, till they are capable of eating a passage through; those galls which have no hole, are generally found to have the dead insect in them. The best galls are from Aleppo, are generally of a blueish colour, or of a greyish or blackish, verging to blueness, unequal and warty on the surface, hard to break, and of a close compact texture. Those which are small, white, and broken, should be rejected. The quantity of galls annually used in Great Britain, amount to about 2,000 cwt.

The following are the quantities imported and sold at the East India Company's sales in the years 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years.	March Sale		September Sale		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	330	2006	54	362	384	2368	6	3	4
1805	71	559	594	3666	665	4225	6	7	0
1806	137	805	186	1167	323	1972	6	2	1
1807	1036	6611	134	665	1170	7276	6	4	4
1808	655	3673	321	1721	976	5394	5	10	6

20 cwt. of galls are allowed to the ton. The permanent duty is 7*s.* per cwt. and the temporary or war duty 2*s.* 4*d.* per cwt.

GOGUL

Is a species of bitumen, and much used at Bombay, Bengal, and other parts of India, for painting the bottoms of ships, it being superior to any thing else for that purpose, and wood covered with it, resists the worm a long time.

OPOPONAX GUM

Is a concrete gummy resinous juice, obtained from the root of a flower bearing plant, which grows in Turkey, Arabia, and Persia. It is of a tolerably firm texture, usually in small grains, but sometimes in large masses, formed by a number of these connected with a matter of the same kind. The masses are generally loaded with foreign substances, and are much inferior to the pure loose drops. The finest Opoponax is in grains, from the size of a pin's head, to that of a large pea. The internal colour of these grains is a pale yellow, frequently mixed with white, and externally they incline to a red or orange colour. They are moderately heavy, of a somewhat fat or unctuous appearance, smooth on the surface, of an acrid, bitter taste, and a strong disagreeable smell. Opoponax should be chosen in clear pieces, with the before-mentioned qualities. Such tears as are black, and too hard, should be rejected. The masses or cakes are usually of the black colour, and full of sticks and straws.

This is one of the most valuable gums; it is principally brought from Turkey, and when perfectly good, the price is from £30 to £40 per cwt.

16 cwt. of Gum Opoponax is allowed to a ton. The permanent duty is 2s. 3d. per lb. and the temporary or war duty 9d. making in the whole 3s. per lb.

PEARL SHELLS,

Commonly called mother of pearl shells, are the shells of the pearl oyster from the Fishery in the Persian Gulf; some of them are from 8 to 10 inches in diameter, nearly of a round form, and thick in proportion. These shells are sent to Bombay, and from thence to China, where they are manufactured into heads, fish, counters, spoons, &c. The larger the size, the more they are esteemed. They are occasionally brought to Europe, both from India and China, and when stowed loose as dunnage, are generally admitted to pass free of freight. For the Europe market, these shells should be chosen of the largest size, of a beautiful pearlish lustre, thick and even, free from yellow and other spots. Reject such as are small, have barnacles, or lumps, on them, and that are cracked or broken.

The following are the quantities of rough mother of pearl imported and sold at the East India sales in the years 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years.	March Sale.		September Sale		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	67	304	464	5055	531	5359	10	1	10
1805	47	334	1369	11823	1416	12157	8	11	8
1806	—	—	482	4054	482	4054	8	8	2
1807	1535	6313	278	1384	1813	7697	4	4	11
1808	—	—	677	4691	677	4691	6	18	6

20 cwt. of mother of pearl shells is allowed to a ton. The permanent duty is £2 16*s.* per cwt. and the temporary or war duty 18*s.* 8*d.* making in the whole £3 14*s.* 8*d.* per cwt.

ROSE MALOES

Is pearly, the consistence of tar, and is an article of trade from India to China. It is in jars, and particular care should be taken in examining every jar, for there are generally considerable quantities of dirt in it. It should be quite clear, not of a yellow, or rosy colour.

ROSE WATER

Is a considerable article of trade from Persia to Surat and Bombay, and is packed in chests, each chest 24 bottles, but there is a great difference in the size of the bottles, which the purchaser must pay attention to. The best is of a fine amber colour, strongly partaking of the flavour of the roses, and will keep several years without losing its fragrance.

RUINAS.

This root grows in Persia, is somewhat like liquorice both in size and colour, yields a beautiful red colour, and is said to give that fine colour that the Indian calicoes have. The roots, when pulled out of the earth, are very long; they are then cut in pieces about a foot long, packed in bags, and sent to various parts of India. When fresh, it is full of juice.

SAL AMMONIAC

Is brought from Egypt and the East Indies, sometimes in conical loaves, commonly in round cakes, convex on one side, and concave on the other. It should be chosen of a very sharp penetrating taste, white, clear, transparent, dry, with the internal part perfectly pure, and of an almost transparent whiteness; the outside is for the most part foul, and of a hue inclining to yellow, grey, or black: it should be in every respect as clear as it can be procured. When broken, it should appear as if full of needle points.

The following is a statement of the quantities imported and sold at the East India sales, in the years 1804 to 1808 inclusive, with the sale amount, and average price per cwt.

Years.	March Sale.		September Sale		Total.		Aver per Cwt.		
	Cwt.	£	Cwt	£	Cwt.	£	£	s.	d.
1804	281	1665	64	423	305	2088	6	16	11
1805	153	1033	288	1494	441	2527	5	14	7
1806	58	325	—	—	58	325	5	12	1
1807	616	3288	—	—	616	3288	5	6	9
1808	91	609	298	2092	389	2701	6	18	10

16 cwt. of Sal Ammoniac is allowed to a ton. The permanent duty on it is £1 8*s.* per cwt. and the temporary or war duty 9*s.* 4*d.* making in the whole £1 17*s.* 4*d.* per cwt.

SARCOCOLLA GUM

Is a gummy resinous juice, produced in Persia and Arabia; it is in small crumbly, spongy, light yellow grains, with a few inclining to red mixed with them. Their taste is somewhat bitter and acrid, followed by a nauseous kind of sweetness; the tears are about the size of a pea; and the whitest, as being the freshest, are preferred. This gum softens in the mouth, bubbles and catches flame from a candle, and dissolves almost wholly in water, when pure and genuine. This article is seldom imported from India. The permanent duty is £2 16*s.* per cwt. and the temporary or war duty 18*s.* 8*d.* per cwt.

SCHIRAZ WINE

Is much esteemed by the Persians, and when old, is rich, full, and generous, and may be compared with the best production of any country or climate; when new, it has a disagreeable roughness, which age wears off. There are two sorts, white and red, but the former is most esteemed. It is said that 4,000 tons of this wine are annually made in Persia. It is occasionally sent from India to Europe as presents.

SCAMMONY

Is the concrete, gummy, resinous juice of a species of convolvolus, growing in Turkey, Syria, and Persia. The scammony is extracted by laying bare the upper part of the root, wounding it pretty deeply, and placing a shell, or some other receptacle, to receive the milky juice, which hardens into masses. Scammony is of two kinds, Aleppo and Smyrna.

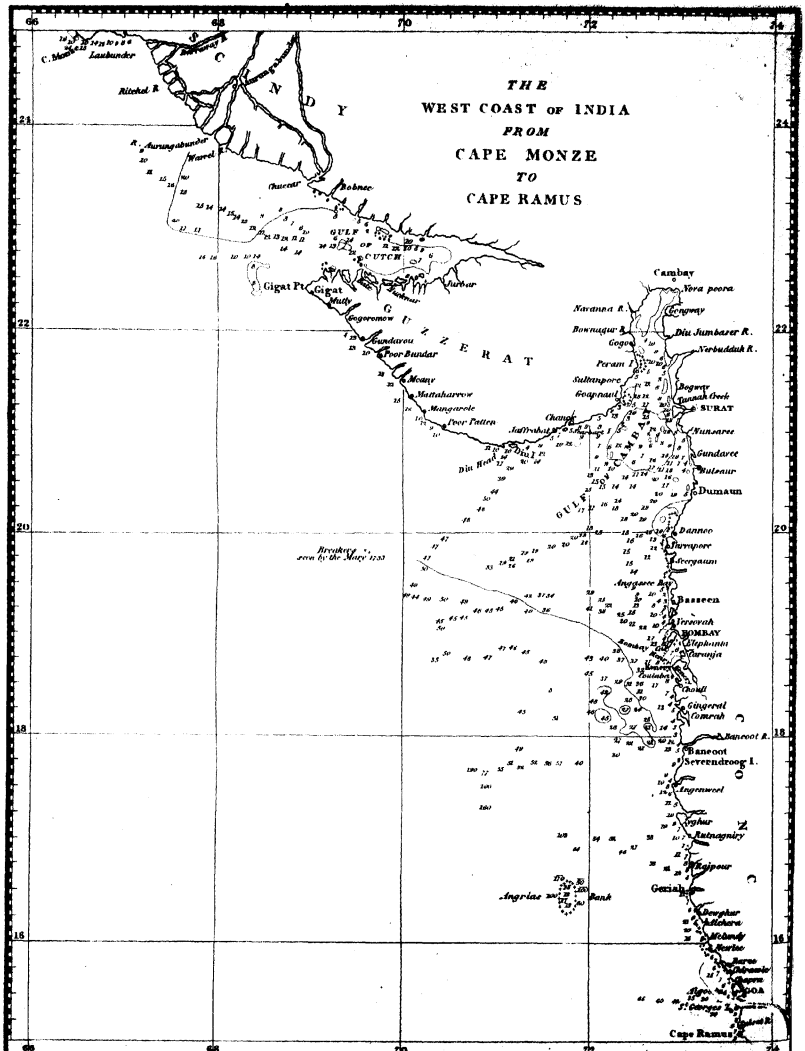
Aleppo Scammony, which is preferable to the other, is in irregular, light, friable masses, of a cavernous, or spongy texture, and of different shades of colour, from a grey, or yellowish white, almost to a black. Its surface is naturally smooth and even between the holes; when fresh broken, it is somewhat bright and glossy, but when powdered, it is of a browner colour; its taste is acrid, nauseous, and somewhat bitter, accompanied with a faint disagreeable smell. Smyrna Scammony is in compact ponderous pieces, of a black colour, harder, of a stronger smell and taste than the other kind, and full of impurities.

The former sort is sometimes to be procured in Persia and in India. It should be chosen so as easily to crumble between the fingers, being glossy when fresh broken, of a grey colour, which becomes of a whitish yellow, when touched with a wet finger; and when dissolved in proof spirit, it should leave no dregs. With water it should form, a greenish milky fluid. Reject that which is black, solid, or impure.

16 cwt. of Scammony is allowed to a ton. The permanent duty is 4s. per lb. and the temporary or war duty 1s. making in the whole 5s. per lb.

WORM SEED

Is a small, light, oval seed, composed of a number of thin membraneous coats. It is of a greenish yellow colour, with a cast of brown. These seeds easily crumble, by rubbing between the fingers, into a fine chaffy kind of substance. Their smell is of the wormwood kind, moderately strong, and not very agreeable; their taste is bitter, and somewhat acrid. Worm seed should be chosen fresh, inclining to a greenish colour, with a sharp, bitter, disagreeable taste, and having as small a mixture of stalks and leaves as possible. The Turkey or Aleppo sort is most esteemed in England. They are seldom brought from India to Europe, but are an article of trade from Persia and Arabia to Bombay and Surat.


THE
WEST COAST OF INDIA
FROM
CAPE MONZE
TO
CAPE RAMUS
C. Monze
Laubunder
Ritchel R.
Aurungabunder
Warrel
Chaurar
Bobnac
GULF OF CUTCH
Gigat Pt.
Gigat
Mully
Gogeromow
Sundarou
Poor Bundar
Mowr
Mattaharrow
Mangarole
Poor Pattan
Diu Head
Diu I.
GUZERAT
Broohey
seen by Mr. Macy 1733
Cambay
Nova peora
Gogway
Navanea R.
Bonnugur
Gogo
Perum I.
Sultanpore
Geapnaul
Chaugh
Jaffrabad
Dit Jumbaser R.
Nerbuddah R.
Bogwey
Tunnah Creek
SURAT
Hunsaree
Gundaree
Dutteaur
Dumaun
GULF
Dannoo
Tarrapore
Deegaum
Angoere Bay
Basseen
Trerorah
BOMBAY
Elephanta
Caranja
Thanah
Gingeral
Umrah
Bancoot R.
Bancoot
Severndroog I.
Angerwool
Soghur
Ratnagurry
Vingorla
Angriaz
Bank
Geriah
Goa
Cape Ramus
66
68
70
72
74
24
22
20
18
16

CHAPTER XI.

Coasts of Persia, Scindy, and Guzzerat.

Coast of Persia—Jasques—Posmee—Chewabad—Gutter Bay—Guadel—Sommeany—Coast of Scindy—Crotchey; Description—Imports and Exports—Duties—Provisions and Refreshments—River Scindy, or Indus—Laribunder—Tatta—Aurungabunder—Coins, Weights, and Measures—Imports and Exports—Duties, Presents, &c.—Trade between the British Settlements and the Coasts of Scindy and Cutch—Gulf of Cutch—Muddi; Description—Coins, Weights, and Measures—Imports and Exports—Provisions and Refreshments—Bate—Jigat—Goomtee—Coast of Guzzerat—Diu; Description—Nowabunder—Radjapore—Jaffrebat—Searbett Island—Goapnaut Point—Gogo; Description—Provisions and Refreshments.

THE Coast of Persia extends from the Gulf to Cape Monze, having the following towns—Jasques, Posmee, Chewabad, Gutter Bay, Guadel, Sommeany, and many smaller.

JASQUES.

This town is situated at the bottom of a bay, formed by Cape Jasques to the westward, and a low point to the eastward, where vessels may lie secure from all but southerly winds; near the town is a small river, on which there is a bar, over which vessels drawing less than 10 feet water may go, and lie land-locked along side the shore. Jasques, at the early period of the Company's trade to India, was the resort of their ships trading to Persia. In 1618 they obtained permission to build a fort, and had liberty of export and import trade of all kinds of goods, without payment of duties or customs.

POSMEE.

This town is situated at the bottom of a small bay, formed by Cape Posmee, in latitude about 25° 10′ North, and longitude 59° 5 East. It is small, and chiefly inhabited by fishermen, who are very civil to strangers. Caravans from the interior come down here to barter their commodities, consisting chiefly of dates, dried hides, and cotton, for salt fish, &c. which they carry up the country. Small coasting vessels likewise call in here, and dispose of their goods, consisting of ghee, rice, &c. Their manner of trade is, when they arrive at a town, where there is a probability of selling any thing, to go on shore, build a hut, and retail their goods, taking in return, hides, cotton, &c. and then proceed to the next town. Water is to be procured here by digging in the sand; but it is very indifferent. A few goats are to be got, but they are very lean, and dear. Fish are in abundance.

CHEWABAD,

Or Churbar Bay, is one of the best on the coast, and is in latitude about 25° 15 North; the entrance is between the head-land, called Colab, on the west side, and Churbar low point to the eastward, having over it a white tomb and some trees. The town is inside the low point, where ships may anchor in 4 or 5 fathoms. Here is a small mud fort, but no cannon; and the town is composed of straggling mat houses. There are about 100 Banians settled in the place, who have a small bazar; and many weavers, who manufacture coarse check piece-goods, and some carpets. A trade is carried on here in horses, the breed of which is very good, and camels, for which they receive in return, rice, ghee, and other articles of food. The Portuguese once had a small settlement in this bay, the remains of the town being still visible.

Goats and sheep are to be had at a moderate price; but neither bullocks nor fowls can be got; there are some small gardens, which produce vegetables of various kinds. The water is better here than at any other place on the coast, and easily procured, being very near the shore.

GUTTER BAY.

Noa Point, the eastern extreme of this bay, is in latitude 25° 3′ North, and longitude about 61° 5 East. At the bottom of the bay is situated the town, which is small, and chiefly inhabited by fishermen; In crossing the bay from Noa Point, a small hill is seen on the opposite shore, near which is an island, at the mouth of a small bay, called by the natives, Bucker Bunder, where they go to fish. This is said to be one of the places where the pirate vessels from Guzzerat lie in the fair weather season, on purpose to plunder the dingies, and other small vessels which trade on this coast. These pirate gallivats come from Bate, Nowabunder, Jaffrebat, and other ports on the Guzzerat Coast. They rove along the coasts of Scindy and Persia, and about the entrance of the Persian Gulf, boarding and plundering every small vessel they can master. Recently they have been successful in getting possession of several brigs trading from Bombay to the Persian Gulf, and have treated their commanders and crews with great cruelty.

GUADEL.

Cape Guadel, in latitude about 25° 4′ North, and longitude 63° 12′ East, is a peninsula of moderate height, joined to the main by a neck of land, about half a mile over. A wall fortified with towers formerly extended across the isthmus, from one bay to the other, to protect the town from assaults by land; the ruins of which, also some wells, and a town built with stone, are to be seen: but the few inhabitants now live in a town composed of mat houses, situated close under the north side of the Cape. The principal part of them are weavers; they manufacture such cloths as serve their own markets, which are dark checks, and very narrow, and some plain carpets of different colours, but not rough. They say there are several large towns in the country, and one situated between Posmee and Guadel; but the principal town of which they speak most, is Lahore, from whence they are supplied with curious matchlocks, of inlaid work, and scimitars, which are for the most part watered after the manner of the Damascus blades. From Cape Jasques to this place, the people call themselves Brodies, and from hence to Crotchey, they take the name of Blochees. There is some difference in their language, and perhaps in their religion, though none is to be observed in their dress or manners.

PROVISIONS AND REFRESHMENTS.

A few goats, sheep, and fowls may be purchased, but are dear. The best water is to be got by digging in the sand; that which is procured from the wells in the town, being rather brackish.

SOMMEANY

Is a small town, situated inside the entrance of a river, in latitude about 25° 30 North, and longitude 67° 25 East. It has a mud fort which is in ruins. The huts composing the town are constructed of poles and mats; the town is scarcely discernible from the road; the best mark for finding it, is a remarkable gap in the high land at the back of it, which in clear weather cannot escape notice. When it bears N. N. E. ½ E. the river's mouth is N. E. by E. distant about 2 miles, in 4 fathoms water.

Every article of refreshment is very scarce; even the water, which is indifferent, cannot be procured in sufficient quantity, nor without considerable trouble: it is got by digging holes 5 or 6 feet deep, and as much in diameter, near the town, which formerly appears to have been a swamp: if the water oozes through the sand, which does not always happen, it serves them that day, and perhaps the next, but soon becomes quite brackish, owing to the nitrous quality of the earth.

The Coast of Scindy extends from Cape Monze to the Gulf of Cutch, a distance of about 80 leagues; it receives its name from the River Scindy or Indus, which disembogues itself into the sea, by many branches extending along the coast. The principal place of trade between Cape Monze and the Indus, is

CROTCHEY,

Which is known by several small islands to the northward, and by a white tomb, or pagoda, built on a promontory, which bounds the west side of the harbour, and at a distance appears like an island; the entrance into the bay is between the promontory and the largest island. To anchor in the road outside, the tomb should be brought to bear N. W. by N. to avoid some foul ground. The town of Crotchey is about 6 miles from the anchorage, near a mile from the side of a small creek, which can admit only small boats, and is in latitude about 24° 46 North. The fort is about a mile round, constructed of mud; the streets are very narrow and dirty, abounding with filth of all kinds, which makes the place very unhealthy; the houses are of the simplest structure, and merely calculated to shelter their tenants from the sun; the walls are of mud and straw, mixed into a paste, and the roofs which are flat, are covered with the same materials. Of timber, the country is entirely destitute; what is required for building houses and boats, is brought from Malabar and Bombay. This town formerly belonged to the Bloaches; but the Prince of Scindy, finding it more convenient than any part of his sea coast, for the caravans from the inland countries, made an exchange with some other place for it. It seems the caravans cannot come from the interior to Tatta as formerly, on account of the branches of the Indus being so wide and deep, as to render it impossible for camels to pass; but having no such difficulty in the road to Crotchey, the trade is much increased, and continues to flourish. The population of Crotchey is estimated at 10,000 souls; the men are chiefly merchants and mechanics, who carry on a considerable trade to Muscat, Surat, Bombay, and the Malabar Coast; there is also a very large inland traffic by camels to Candahar and Cabul.

IMPORTS AND EXPORTS.

From Surat, Bombay, Muscat, and the Coast of Malabar, are imported the following articles:

Beetle nut.	Cassia Lignea.	Nutmegs.	Sandal wood.
Cardamums.	Copper.	Pepper.	Saffron.
Cochineal.	Iron, in bars.	Piece goods.	Tin.
Cloves.	Ironmongery.	Rice.	Tutenague.
Cloths.	Lead.	Sapan wood.	Timber.
China ware.	Looking glasses.	Sugar.	Vermilion.

And by the caravans from Cabul and Candahar are brought, almonds, cummin seeds, dates, ghee, grain, hides, oil, piece-goods.

The exports consist of the above-enumerated articles, and cotton, which are generally sent to Bombay.

DUTIES.

The revenue arising from the customs is stated to amount to 1,25,000 rupees per annum. This is to be understood to relate only to the period since the trade of Laribunder has been obstructed: how the duties are levied, is not generally known.

PROVISIONS AND REFRESHMENTS.

Black cattle, sheep, and goats are to be had, but not reasonable. The necessaries of life are, however, plentiful and cheap, and the country abounds with wild geese, ducks, teal, partridges, snipes, hares, and deer. Poultry is plentiful. Little or no regard is paid to vegetables here; excepting a few spots in the neighbourhood of the town, which produce a small quantity of carrots, radishes, and a few other roots, there is nothing of the kind for 40 miles round. The water is very indifferent, and in consequence of the distance from the harbour, the expence of shipping it is considerable.

RIVER INDUS, OR SCINDY.

The different branches of this celebrated river occupy a space of near 50 leagues of sea coast, but, being seldom visited by Europeans, is but indifferently known. About 170 miles from the sea, by the course of the river, the Indus divides itself into two branches, of which the northernmost is the largest. This is commonly called Laribunder. After a course of about 50 miles, it branches off into two more, the smallest of which is called Darraway, and the largest, taking the name of Ritchel River, runs in a more southerly course to a small village of that name on the sea coast. The other principal branch, which, as before stated, separates about 170 miles from the sea, is smaller than the other, and at some distance from the sea, divides into several branches, the principal of which are Aurungabunder and Warrell.

LARIBUNDER.

This is commonly called Scindy River, being the principal branch of the Indus, having 15 feet water on the bar, and 6 or 7 fathoms inside; it is situated in latitude about 24° 30′ North, having a pagoda on the western side of its entrance. The town of Laribunder is about 5 leagues from the sea, and vessels of 200 tons used to proceed up to it; but of late years the navigation is much obstructed by shoals. The town contains about 100 houses, chiefly built of bamboos and mats, with a small mud fort, having 4 or 5 guns mounted to protect it from robbers. About 50 miles farther up the river stands

TATTA,

The capital of the province. The town was formerly very large, about 3 miles long and 1½ broad, having at its western extremity a large castle, containing the residence of the Nabob, and barracks for a large army; it stands about 2 miles from the river side, from whence it has canals cut, to convey vessels and merchandise to it. The river hereabouts is a mile broad, having 5 and 6 fathoms water in the channel, and is navigable by small vessels an immense distance up the country. The Portuguese, under Baretto in 1555, having received some provocation from the King of Scindy, attacked the place, put upwards of 8,000 persons to the sword, then burnt the town, and with it great riches: notwithstanding this, the plunder was immense, all of which was afterwards lost in a storm. In 1635 the English formed a factory here, with a view to the disposal of woollens and other goods; but it was withdrawn in about 20 years, not answering the purpose intended. A considerable trade is carried on with the Gulfs of Persia and Arabia, Bombay and Surat, by both of the principal branches of the river.

AURUNGABUNDER, called also Darah, is in latitude about 23° 50' North, and has a wide entrance, abreast of which ships anchor, but shoal water is found on the banks near its mouth. It is navigable for boats of burthen, and a considerable trade is carried on with Tatta, from whence it is distant about 50 miles, by the course of the Indus. Vessels from Surat, Bombay, and other parts of India frequent this place.

COINS, WEIGHTS, AND MEASURES.

Accounts are kept in rupees, carivals, and pice, 12 pice making 1 carival, 50 carivals 1 rupee. Cowries are current in Scindy—48 cowries 1 pice.

The exchange between Tatta and Aurungabunder is 2½ per cent.

The weights and measures are as follow:

SMALL WEIGHTS.

24 Moons	make	1 Ruttee.
6 Ruttees	make	1 Massa.
12 Massas	make	1 Tolah.

GROSS WEIGHTS.

4 Pice	make	1 Anna.
16 Annas	make	1 Pucca seer.
40 Seers	make	1 Maund.

which is equal to 74lbs. 5oz. 7dwts. avoirdupois.

LONG MEASURE.

1 Garee	make	2 Inches.
16 Garees	make	1 Guz.

but 1 Guz is 34 inches in cloth at Tatta.

GRAIN MEASURE.

4 Puttoes	make	1 Twier.
4 Twiers	make	1 Cossa.
60 Cossas	make	1 Carval of wheat.

which is 22 pucca maunds, or 21 Bombay parahs.

Diamonds and pearls are sold by hubbas and ruttees—8 hubbas equal to 1 ruttee, about 2grs. troy.

IMPORTS AND EXPORTS.

From Bombay and other parts of the British dominions are imported the following commodities.

Copper.	Coarse cutlery.	Nutmegs.	Sugar.
Cochineal.	Glass ware.	Piece goods.	Steel.
Cardamums.	Ironmongery.	Pepper.	Tutenague.
Cassia.	Iron.	Raw silk.	Treasure.

and a few other articles, principally the produce and manufacture of India and China.

The principal article of export is cotton, which with drugs, grain, shawls, ghee, oil, sharks' fins, and cattle for the Company's marine, form the returning cargoes to British India.

DUTIES, PRESENTS, &c.

The import duties are 2 per cent. The following is a list of charges on a vessel sent from Bombay with a cargo consisting of the articles above enumerated, the value of which amounted to about 60,000 rupees.

Boat-hire from the Bunder to Tatta with cargo, each boat ... Rupees	15
Anchorage on coming over the bar	25
Presents to the Shabundar's deputy in money and goods	42
Ditto .....weigherman .....in ditto	28
Ditto .....custom-house writers and servants	45
Sundry petty officers under government, in money and goods	17

The above, with various presents of glass ware, muslins, cloth, telescopes, &c. to the various people in office, amounted to upwards of 2,400 Bombay rupees.

The following is a statement of the commerce carried on between the British settlements in India, and the Coast of Scindy and Cutch, for 5 years, 1802 to 1806 inclusive, together with the articles of which the imports and exports consisted in 1805, and their amount.

IMPORTS FROM THE BRITISH SETTLEMENTS.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	12,60,957	2,28,003	14,88,960
1803	7,84,418	58,084	8,42,502
1804	12,83,661	3,75,038	16,58,699
1805	14,37,568	2,50,371	16,87,939
1806	16,74,495	1,93,405	18,67,900
Total.	64,41,099	11,04,901	75,46,000

EXPORTS TO THE BRITISH SETTLEMENTS.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	13,76,568	24,733	14,01,301
1803	13,99,436	16,686	14,16,122
1804	29,68,155	27,975	29,96,130
1805	26,46,191	——	26,46,191
1806	27,63,645	6,834	27,70,479
Total.	111,53,995	76,228	112,30,223

Articles of Import in 1805.

Piece-goods	Sicca Rupees	1,17,917
Pepper		1,19,723
Raw silk		1,29,395
Sugar and Jaggery		5,45,999
Beetle nut		38,218
Copper		80,037
Cochineal		18,231
Cocoa nuts		48,355
Coir		30,092
Cardamums		15,098
Drugs		47,431
Grain		54,143
Iron		24,302
Steel		23,518
Sapan wood		11,554
Tutenague		16,636
Tin		19,365
Spices		15,914
Sundries		81,640
Treasure		2,50,371
Imports from India, Sicca Rupees		16,87,939

Articles of Export in 1805.

Cotton	Sicca Rupees	15,85,520
Ghee		4,40,709
Grain		2,67,644
Oil		45,477
Piece-goods		54,798
Seeds		59,853
Kismisses		29,791
Indigo		12,476
Sharks' fins		8,609
Shawls		11,356
Drugs		32,655
Sundries		97,303
Exports to India, Sicca Rupees		26,46,191

Merchandise imported into Scindy and Cutch, from the British Settlements, in India, in five years	Sicca Rupees	64,41,099
Ditto, exported from ditto to ditto		111,53,995
Exports of merchandise exceed the imports by	Sicca Rupees	47,12,896
Treasure imported into Scindy and Cutch	Sicca Rupees 11,04,901	
Ditto, exported from ditto	76,228	
		10,28,673
Balance *in favour* of Scindy and Cutch	Sicca Rupees	57,41,569

The Gulf of Cutch extends a considerable distance to the eastward, at the head of which is a low barren track, annually overflowed by the sea during the monsoon, and is said at certain seasons to communicate with the river Ran in the Gulf of Cambay, thereby making what is commonly called the peninsula of Guzzerat an island. The Gulf is formed by the coast of Cutch to the northward, and that of Guzzerat to the southward; it contains numerous shoals, and being but little frequented by Europeans, is but imperfectly known. The principal place of trade is

MUDDI,

Or Musker Maundvee: this is the great port of Cutch, and is situated in latitude 22° 50′ North, and longitude 69° 25′ East. The capital, called Bhooj, is about 25 miles to the N. W. Muddi is large, and strongly fortified; the houses are indifferent, being principally of mats and bamboos. Eight miles to the northward is a pagoda, called Assara, from a town of that name in its vicinity. Off this pagoda, and a small way to the westward of it, there are rocks near the shore above water, which seem to be the termination of the broken and bad ground in that direction. All to the eastward, and as far to the southward as 22° 40′ North, is foul ground, and irregular soundings; and the natives in their accounts agree with all the charts extant, in describing the Gulf quite across to the other coast, to be replete with shoals both of sand and rocks. A vessel bound to Muddi from any quarter not in the Gulf, should be careful to make the Cutch coast, to the westward of Assara pagoda, and if a leading wind, keep along-shore about East, in 8 fathoms; and if obliged to work, her tacks must be short, always taking care to go about as soon as she shoals on the off-shore tack. Between Muddi and the opposite coast a passage boat goes daily.

COINS, WEIGHTS, AND MEASURES.

The only coin belonging to the place, is of silver, called a cowrie. The exchange varies from 285 to 295 cowries per 100 Bombay, or Surat rupees. All Indian coins pass current here. Their value fluctuates according to the quantity in the market.

The weights are seers and maunds, the latter of two sorts, Cutch and Pucca.

2 Pice	} make {	1 Anna	
16 Annas		1 Cutch Seer	
40 Seers		1 Cutch Maund, avoidupois 37½ lbs.	

The Pucca maund is 2 Cutch maunds, and 20 Cutch maunds are equal to 1 Surat candy.

The measures are the grah and the guz, 16 grahs making 1 guz, about 34 English inches. Broad cloth, velvets, silks, &c. are sold by this measure, though the shopkeepers in the bazar often sell by hand, from the finger's end to the elbow, &c. This is rejected by the merchants.

IMPORTS AND EXPORTS.

A considerable commerce is carried on between this place and the British settlements of Bombay. The principal article of produce is cotton, which is inferior to most of what is grown in the neighbourhood of Surat and the Gulf of Cambay. Many of the principal Bombay merchants have agents residing here to transact their business. Some trade is likewise carried on with the Persian Gulf.

PROVISIONS AND REFRESHMENTS.

No animal food is to be procured, but by stealth; and rice, &c. only in small quantities, which must be paid for as soon as received. There is tolerable water to be got, brought down by women to the landing-place, at the rate of 2½ silver cowries per leager.

The coast of Guzzerat, from the head of the Gulf of Cutch to the islands near Jigat Point, is but little known.

BATE.

This island, and that of Artura, are situated about 10 miles N. E. from Jigat Point, and with the main form the harbour of Bate, which is well sheltered from all winds. The entrance to it is in latitude 22° 31′ North, where there is, directly to the northward of Artura, about a mile distant, the bar, having on it near high water, 3¼ and 3½ fathoms, rocky bottom, and outside of it, at half a mile distant, 14 and 16 fathoms. The island is about five miles long from N. E. to S. W. something in the shape of an S, with the lower part of it cut off; the fort is situated on the west side of the island, and is a place of considerable strength. There is no ditch; the gate is in the north face; the tide flows to within 30 yards of the walls, which are about 40 feet high, and appear well built of stone and chunam. A ship drawing 17 feet water, can get within half a mile of it; but the passage is narrow and dangerous. The latitude of the castle is 22° 28′ North, and longitude 69° 20′ East. The Rajah of Bate, being the most powerful in the petty states who fitted out vessels for piratical purposes, and this island being the general rendezvous, an expedition was sent from Bombay in 1803 against it; they burnt about 30 of the pirate vessels, and made an attack on the fort, by landing a party of men and some guns, and by firing on it from the ships; but were repulsed with some loss. They have several forts on the main, particularly Aramra and Pissotra; the former about three miles to the westward, and the latter about five miles to the S. E. of Bate.

Bate produces cocoa nuts, beetle nut, and grain, but in small quantities, and some trade is carried on in dates, sugar, and rice, in dows, having the Rajah of Bate's pass.

JIGAT.

Jigat Point is in latitude 22° 15′ North, and longitude 69° East. On it is a pagoda; the place where it stands, was formerly called Jigat More, but now by the Hindoos, Dorecur. At a distance the pagoda has very much the appearance of a ship under sail; it is a circular building, with curious wrought pillars on the outside, which support a dome covering an upper gallery, immediately under which there is a lower one, of nearly the same dimensions; and on the inland side joining to it, a pyramid rises on a base above the dome, on the top of which they hoist a white flag. The whole is enclosed by a wall and bastions, with loopholes, to appearance without cannon. In the vicinity of it are a number of small buildings, probably tombs. The wall of the pagoda extends to the sea-beach, and can be approached very near by a vessel, but there is no anchoring with safety, it being all rocky ground. Great numbers of pilgrims from the interior visit Jigat pagoda, and are supplied with necessaries from Goomtee and Bate. About a gun-shot within the pagoda is

GOOMTEE.

The town is strongly fortified, and is the place where the principal persons reside, who used to fit out vessels for piratical purposes. The Governor is a Hindoo, independent of the Rajah of Nagore. A ship can approach within gun-shot of this fort without danger. Near Goomtee is a small fort, called Cutch Ghur, belonging to the Rajah of Bhooj, and garrisoned by his troops, for the purpose of claiming any property that may be captured by the pirates belonging to the Cutch merchants.

The Coast of Guzzerat from Jigat Point to Diu Head is but little known to Europeans, being seldom frequented, on account of the pirates, who are very numerous here. The principal towns are Poorbunder, in latitude about 21° 40′ North, and longitude 69° 45′ East. Novibunder, in latitude about 21° 25′ North, and longitude 70° 7′ East. Mangarole, in latitude 21° 5′ North, and longitude 70° 23′ East, and Pattan, in latitude 20° 50′ North, and longitude 70° 40′ East.

DIU belongs to the Portuguese. This island is about 2 miles from Diu Head, the southern point of the coast of Guzzerat, which is in latitude 20° 42 North, and longitude 71° 7 East. The channel between is only navigable by fishing boats at half tide, the western entrance having but 4 or 5 feet at low water on the bar. This entrance is defended by a square fort. Diu Island is about 6¼ miles long from East to West, and 1¼ broad from North to South: on the east end of it the castle and town are situated. It is one of the best built and most strongly fortified cities in India, the castle having upwards of 100 pieces of cannon mounted, many of which are brass: from the castle runs a wall which surrounds the whole town, having half-moon towers at equal distances. There are only two gates, one of the sea, the other of the land, and both are shut at sunset. The houses within the walls are built of free-stone, some of which are four or five stories high, inhabited by Banians. There are also several churches and convents. The streets are extremely narrow, but kept very clean. The landing place is at a flight of stone steps opposite the custom-house, at the entrance of which are many shops and warehouses for goods. On the east side of the castle there is water sufficient for a 74 gun ship within 500 yards of the walls, if she avoids a rock above water, which is joined to a line of rocks from the shore.

This place was first visited by the Portuguese under Albuquerque in 1509. It was then described as "begirt with walls and towers, being a strong, beautiful, well-governed city, its appearance renewing in the "memory of the Portuguese, that of their own country." On their arrival they attacked the shipping in the harbour, consisting of 200 sail, of which some were sunk, others taken, and the rest fled. Of all the ships that were taken full of immense riches, only four, and two gallies were preserved; the rest were plundered and burnt. Albuquerque having settled an advantageous peace, returned to the southward. In 1534 they obtained permission to build a fort, which in forty-nine days was made so strong as to resist the attempts of the Prince, who repented of his concession. In 1537 the King of Cambay, wanting to destroy the Portuguese, made an attack upon them, but lost his life in the attempt, and Diu was surrendered to them. The gold and silver found, did not exceed 200,000 pardos, but the quantity of ammunition was incredible; and amongst the brass and iron guns were several of prodigious size, one of which was sent to Portugal as a rarity, and kept at the Castle of St. Julien, and called the great gun of Diu. In 1538 an attempt was made to regain possession, but without success; and in 1545 another, which met a like fate. The Portuguese remained in quiet possession till about 1670, when the town was surprised by the Muscat Arabs, who for three days plundered the rich city and churches, and loaded their vessels with the property, which was immense. They mounted some cannon on a church, and fired on the fort, but to little purpose; for the Portuguese in the castle were forbid by the priests from firing at the church, lest an unlucky shot should sacrilegiously deface some holy image. The Arabs having ceased their plunder, became secure and negligent, upon which the Portuguese sallied forth from the castle, killed about a thousand, and compelled the rest to abandon the place, and retire to their ships. Diu has never recovered this loss, having been dwindling ever since. There are not above 200 Portuguese here; the remainder of the inhabitants are Banians, Persees, Moors, &c. and may be about 40,000, few of them men of large property; the trade which was formerly carried on here, having been, from the conduct of the Portuguese, removed to Surat and the neighbouring places: but if the island were in the possession of any other European power, it would soon regain its former importance, as from its situation and security, it may be considered the best station for trade on the western side of the peninsula of India.

The market is well supplied with vegetables, which come from the main. Fish and fowls are very plentiful; the latter are dearer here than at Dumaun, but cheaper than at any of the English ports. Beef they are obliged to procure in a clandestine manner, and kill it within the castle, on account of the principal merchants being Hindoos, whose friendship is of the utmost importance to the place, as the revenues of the custom-house are the only support of the garrison. Most of the water on the island is brackish; that which is for use, is kept in large reservoirs, and will last the garrison and shipping from season to season. It is all rain water, conveyed to the wharf in a channel, and delivered by a cock to the boats.

NOWABUNDER.

About 5 miles East of Diu is a nest of Pirates. These thieves are nearly on the same terms with the Portuguese as the Malwan pirates are with the English, passing all boats under their colours; but those of other nations are seldom spared if the pirates get the upper hand. They have a small creek protected by a little fort, into which their vessels are hauled, many of which are always kept ready for sea.

RADJAPORE.

This place is in latitude about 20° 45′ North, and longitude 71° 30′ East. There is a small fort upon a point greatly elevated; and they generally fire upon any vessel that comes within the reach of their shot. Round this point is a small creek, where their gallivats lie. They are arrant thieves from this place, and pay no respect to any colours, taking all by whom they can gain any advantage; but their cowardly disposition is against their profession; for the flash of a musket, or a red jacket or two will intimidate them.

JAFFREBAT.

Next to Diu, this is the principal place for trade in Guzzerat. It is in latitude 20° 52′ North, and longitude 71° 38′ East, and about 6 miles to the westward of Searbett Island. It has the best river on this coast, owing to its easy entrance, having no bar. It is shallow, but vessels will receive no damage by lying in the soft mud at low water, as they are well sheltered from all winds. This town belongs to the Siddee of Radjapore, who is at war with the Sanganians and Arabs, and has several vessels at sea in the fair weather season. It is defended by a wall all round, but it has not any guns mounted. The Governor is said to behave civilly to the English, who occasionally visit this place.

SEARBETT ISLAND.

The centre of this island is in latitude 20° 55′ North, and longitude 71° 40′ East. Its form is that of an irregular triangle. It affords shelter to vessels against both monsoons. The village is on the north side of the island, consisting of thirty or forty houses, built of stone, and thatched with straw. The inhabitants are about 200 in number, including women and children. The greater part of the island is laid out in fields of Badjeree grain, the rearing of which is the chief employment of the people. They have several wells of excellent water, which seem to have been the work of the Portuguese, as they are regularly built of cut stone. The ruins of some old walls of good masonry are still to be seen.

This island is the receptacle of all the pirates on the coast, and here they are supplied with grain and water, being always ready to put to sea whenever they find it seasonable. These pirates always give a part of every thing they take as a tribute; and the colours of all the vessels taken are placed over the tomb of a Mahometan saint, called Sallee Pier, who was interred on the east neck of the island. He has also some relation on the island, who is allowed a few of the flags; and there are two men appointed to watch them.

The island is subject to the Siddee of Radjapore, and pays him a small acknowledgment annually. The inhabitants are chiefly of the Gentoo persuasion; but they pay that respect to the Mahometan Pier merely out of compliment to the Siddee. The island has very few animals upon it.

GOAPNAUT POINT

Is in latitude 21° 12′ North, and is so called by the Gentoos, in consequence of a famous place of worship that is built here, dedicated to their god, Goapnaut. This building is said to be of mud, but it has the appearance of a fortification, with a very high flagstaff to it, and the priests who attend here, keep a flag constantly flying. It has a few thick bushy trees about it, forming a neat regular grove. This point may be seen 5 or 6 leagues in clear weather, and has a dangerous shoal projecting near four miles from it to the eastward.

GOGO is 7 miles to the N. W. of the small island of Peram, and is in latitude 21° 41 North, and longitude 72° 23 East. It is a place of some trade, and has fortifications sufficiently strong to resist any attack from the neighbouring pirates. The houses are mostly built of stone, and there being many old erections, a person wanting to build, purchases three or four of them, on purpose to have the stones for his house. Most of them are two stories high, but very close and badly planned for a hot climate; they are generally tiled, and form a very pleasant prospect from the road where the small vessels anchor, which is in about 3 fathoms, directly abreast of the town, the pagoda on Peram bearing S. S. E.

Gogo is chiefly inhabited by Lascars, whose number is computed to be about 2,000, fit for sea, when all present, which seldom or never is the case. These people, when on board English vessels, are the most active and best seamen in India; they are likewise possessed of a spirit of bravery, scarce to be equalled in any of the other native tribes; and will, when practised, exercise a great gun as skilfully as an European. When they are at home, they parade about in their best apparel and swords, and will scorn to do any work, until they have spent all the money of the last voyage; when that is gone, they cheerfully return to sea, leaving part of their impress, or advance, behind them, for the use of their relations, as it is customary to pay them four or six months wages in advance: they are then bound for the voyage or season. The serang, or boatswain, is generally the bondsman to the commander for all his people. It is remarked that they seldom quarrel among themselves; they are exceedingly quiet on board, and obedient to their commanding officers; they never drink liquors, but will at times intoxicate themselves with opium, which they smoke with tobacco. They are strict Mahometans. Small vessels from 50 to 250 tons burthen are built here, and ships may have any damage repaired with ease and expedition, and receive a supply of necessary stores.

The Portuguese plundered and burnt this town in 1531, and again in 1546, when it was just emerging from the former ruins.

The greater part of the cotton grown in this neighbourhood, and Bownaghur, is shipped from hence to Bombay; and the vessels bring in return, various articles of European, East Indian, and China produce.

PROVISIONS AND REFRESHMENTS.

The market is but poorly supplied; vegetables are scarce, though there are a number of Banians who subsist on nothing else. Fish is not to be had at any rate, except a few mud worms, called by the natives, newtee. Mutton is seldom killed, because no one can afford to purchase it, but on their great feast days. Beef is never killed for the same reasons, and to oblige the Bramin and Hindoo merchants who reside here. They are badly off for fresh water, all about the town being brackish, as that, and a great way inland, is overflowed every high spring; they are therefore obliged to bring the water for drinking, the distance of four or five miles, in skins, upon bullocks. Firewood is likewise very scarce, being all brought from other parts inland, and from the different creeks in the Gulf. Fowls are good, and tolerably cheap; these, with eggs, butter, and milk, are all an European can get to subsist upon.

CHAPTER XII.

Coast of India from Cambay to Bombay.

Cambay; Description—Coins—Weights and Measures—Trade between British India and the Northern Parts of Guzzerat—Duties, Port Charges, &c.—Jumbaseer—Baroach—Surat; Description—Coins—Weights and Measures—Trade of Surat and adjacent Villages with British India—Exports to the Gulfs of Persia and Arabia—Trade with the Portuguese, Dutch, and French—Custom-house Regulations—Provisions and Refreshments—Dumaun; Description—Bassein; Description.

CAMBAY,

The place which gives its name to the Gulf, is the seaport to Amedabad, the capital of the province, and is in latitude 22° 24′ North; it is of considerable size, and was formerly a place of great trade: most of the European nations had factories here; that belonging to the Dutch was established in 1620. The tides are very strong and rapid here; at high water spring tides there are 5 or 6 fathoms water, and ships could anchor near the city; but at low water it is quite dry, except some channels, in which there remain 3 or 4 feet, so that vessels in the river must lie quite aground, though they do not suffer much in that situation, from the bottom being soft. The town is stated to have been twice as large as Surat, but not so populous; the streets are large, and have all gates at the end, which are shut in the night time; in that part next the sea, are to be seen the remains of some fine houses, built by the Portuguese when they resided here. The inhabitants are numerous, composed of all nations, who carry on a trade with many parts of India, but nothing in comparison with what it did previous to the water decreasing in the upper part of the Gulf. Large quantities of piece-goods manufactured at Amedabad, and cotton are annually shipped from hence to Bombay. Cambay is the only place where cornelian stones are produced.

COINS.

Gold mohurs, rupees, and pice are the current coins; for small change a species of almond, called baddam, is used, in the same manner as cowries at Bengal. These almonds are imported from Persia, and the general rate is about 60 for a pice.

All foreign coins are taken according to weight, and their prices vary according to the demand.

WEIGHTS AND MEASURES.

The maund is 40 seers, and the seer 30 pice; the maund is equal to 37½lbs. avoirdupois, and varies according to the different kinds of goods bought or sold, *viz.*

Metals of all kinds	40 seers to a maund.	Myrrh	44 seers to a maund.
Elephants' teeth	40 ditto	Sugar	41 ditto
Spices of all kinds	42 ditto	Cardamums	42 ditto
Coffee	42 ditto	Indigo	44 ditto

The long measures are the cubit, about 18 English inches, the guz of 28, and in the bazar 28½ inches

COMMERCE WITH THE BRITISH SETTLEMENTS.

The following is a statement of the commerce carried on between Madras and Bombay, and the northern parts of Guzzerat, in the years 1802 to 1806 inclusive, together with a list of the articles which composed the imports and exports in 1805.

IMPORTS FROM MADRAS AND BOMBAY.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	43,86,623	16,91,754	60,78,377
1803	34,18,367	2,45,527	36,63,894
1804	56,80,144	11,38,341	68,18,485
1805	58,43,308	17,29,511	75,72,819
1806	50,40,723	34,53,105	84,93,828
Total.	243,69,165	82,58,238	326,27,403

EXPORTS TO MADRAS AND BOMBAY.

Years.	Merchandise	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	70,49,517	3,03,618	73,53,135
1803	56,23,634	1,550	56,25,184
1804	67,78,323	——	67,78,323
1805	79,22,128	——	79,22,128
1806	84,02,809	23,501	84,26,310
Total.	357,76,411	3,28,669	361,05,080

Articles of Import in 1805.

Beetle nuts	Sicca Rupees	1,09,161
Woollens		1,73,675
Copper		1,83,310
Cochineal		1,78,241
Cocoa nuts		2,91,059
Dates		1,25,438
Fruit		28,846
Grain		1,14,719
Iron		1,85,488
Piece goods		8,58,817
Embroidery		72,707
Pepper		2,80,662
Raw silk		7,17,709
Sugar and Jaggery		11,40,041
Copra		60,305
Elephants' teeth		1,68,238
Gunnies		84,593
Steel		54,256
Wines		57,164
Spices		97,833
Liquors		45,295
Drugs		2,54,285
Metals		47,245
Seeds		60,633
Ghee		54,015
Bangle ivory		60,285
Sundries		3,39,074
Imports re-exported		214
Treasure		17,29,511
Imports in 1805	Sicca Rupees	75,72,819

Articles of Export in 1805.

Cotton	Sicca Rupees	46,82,494
Cornelians		62,231
Ghee		1,24,845
Grain		9,69,541
Moura		45,567
Oils		1,35,628
Piece goods		2,72,026
Putchock		61,457
Seeds		81,999
Sandal oil		62,812
Tobacco		31,856
Jingely seeds		60,623
Piece Goods — Baroach		3,70,443
Piece Goods — Cambay		1,14,173
Piece Goods — Jumbaseer		93,676
Piece Goods — Bownaghur		38,372
Piece Goods — Amedabad		4,61,003
Hemp		17,383
Soap		36,964
Shawls		62,812
Opium seeds		16,761
Lac		12,682
Drugs		20,719
Horses		14,950
Dhabbies		12,618
Hides		14,843
Sundries		43,650
Exports in 1805	Sicca Rupees	79,22,128

Merchandise imported into the northern parts of Guzzerat from the British settlements of Madras and Bombay in the years 1802 to 1806	Sicca Rupees	243,69,165
Ditto exported to ditto, during the same period		357,76,411
Exports exceed the imports		114,07,246
Treasure imported from Madras and Bombay into Guzzerat	82,58,238	
Ditto exported to ditto	3,28,669	
		79,29,569
Balance *against* the British settlements of Bombay and Madras	Sicca Rupees	193,36,815
Being *against* Bombay and Surat	Sicca Rupees	194,17,877
In *favour* of Fort St. George and its dependencies		81,062

DUTIES, PORT CHARGES, &c.

The following customs are paid by the English on goods sold here.

Company's duty	2 per cent.	Brokerage	2 per cent
Consulage	2 ditto.	Dustoor, cooly hire, &c.	1 ditto.
Commission to the chief	2½ ditto.	making in the whole, about 10 per cent.	

JUMBASEER.

This road lies in latitude 21° 49′ North, and may be known by a pagoda on the North side of the river called Dieu. The marks for anchoring are the pagoda N. E. by E. Jumbaseer point E. by N. in 7 fathoms water. The tide rises from 33 to 36 feet perpendicular. The town is situated up the river, from whence a great trade is carried on in cotton, piece-goods, grain, and oil, with Bombay and other places.

BAROACH

Is about 8 leagues up the River Nerbudda on its north side: half-way between the town and the sea, the river divides itself into two branches, and forms a long and narrow island, on each side of which they run into the Gulf of Cambay, in the direction of E. S. E. and W. S. W. The fortress of Baroach is large and square, standing upon a hill, the only eminence for many miles round, and might be made very strong. Soon after the Company established a factory at Surat, their servants discovered that piece-goods and cotton yarn could be procured cheaper at Baroach than at Surat, in consequence of which an application was made to the Mogul, and permission granted for establishing a factory. In the year 1617 the Dutch followed our example; it was at that period a place of considerable importance, but in 1660, in the wars between Aurungzebe and his brothers, it sided with the latter. After a stout resistance he took the place, put part of the citizens to the sword, and rased most of the walls, which he afterwards rebuilt. Baroach at this period produced more manufactures, and of the finest fabrics, than the same extent of country in any other part of the world, not excepting Bengal.

Gold and silver rupees, with their subdivisions, are the common coins, and the weights are similar to those of Surat.

The trade is chiefly centered in Surat; the produce of the neighbouring country, consisting of cotton, cotton yarn, piece-goods, &c. being generally sent thither.

SURAT is situated on the South side of the River Taptee, or Tappee, about 20 miles from the sea. Vaux's Tomb, on Swalley Point, the North side of the entrance of the river, is in longitude 21° 4 North, and latitude 72° 51' East. The anchoring ground for large ships in Surat roads, is in 7 or 8 fathoms, Vaux's tomb bearing N. ¼ E. and the entrance of False River E. S. E. The tides run here at the rate of five miles an hour, but near the bar they do not run with such rapidity.

The navigation up the river to Surat is very difficult, in consequence of the sands frequently shifting, by which new channels are formed, and the old ones shut up. Near two-thirds of the distance from the bar to Surat, is a continued chain of banks, having but narrow channels between them.

On the right hand side of the river, about four miles within the bar, is a creek, which leads to a small village called Domus, where there is a guard-house, situated on a rising ground, with a serjeant's guard, who send to the chief at Surat an account of the arrival and departure from the roads of all ships of every nation, of which a register is made. From Domus to Surat is about fifteen miles by water, by land about ten. The city stands close on the banks of the river, and extends a considerable distance along shore; the castle is a large quadrangular building, with a circular and capacious bastion at each angle, mounted with three tiers of guns, pointing different ways; the lowest are 36 pounders, the second 24, and the upper 18 and 12 pounders; there are near 200 cannon mounted in the castle, besides 24 at the saluting battery: the lower guns are not above 6 feet above the level of the river at high water, when it washes the castle walls. The houses for the Commandant and officers are not only convenient, but many of them elegant; the non-commissioned officers and privates are also well lodged. On one of the bastions is hoisted the British flag, and on its opposite, the Mogul's. There is a wall and ditch inclosing the city, and another surrounding the suburbs; the distance round the outer wall, is near twelve miles; the intermediate space between the two walls is a mile wide, and as populous in proportion to its extent, as the city. In the outer wall are thirteen gates, including three on the banks of the river; in the inner are four gates, two of which lead to the castle, the keys of which are carried to the chief every night at sunset, when they are locked: they are opened at daybreak in the morning.

To the southward of the castle is a large open plain, called the Castle Green, where are large tents fixed, surrounded by palings of bamboos; where goods are kept ready for shipping off.

Surat has few fine buildings; some of the houses of the principal merchants are large and well built, but the generality are of bamboos and mud. There are some handsome mosques, likewise the custom-house, and mint, and some fine tanks or reservoirs for water. The streets are narrow, irregular, and unpaved, extremely dirty and offensive, particularly in the wet season. Surat is very populous; the inhabitants are estimated at 400,000, amongst whom are a great number of rich merchants, Persees, Moors, and Armenians, who carry on a large trade with Persia, Arabia, and various parts of India.

The burial places of the Europeans in the suburbs, are generally visited by strangers, some of the tombs being large and handsome buildings, formed of the best materials, and highly ornamented, more particularly those belonging to the Dutch.

The Portuguese took and destroyed Surat in 1512. Celebrated as it was then for its trade, it became more considerable by its ruin, and was soon the general staple for European and Eastern merchandise. In 1612 the English established a factory here; in 1615 a treaty was concluded with the Mogul by Sir Thomas Roe, on very favourable terms. In 1617 the Dutch commenced trading at Surat. About 1660 the river Taptee being incommoded with sand banks at Ranier, the then mart town on this river, the English removed two miles further down on the opposite side, near a castle which had been built many years before, to secure the trade from the Malabar pirates; others following the example, within a few years the place became a large town, but without walls, and so continued till the Mahrattas in 1664 came and plundered all but the European factories, which were on their guard. After this disaster, at the request of the inhabitants, the Mogul enclosed with walls a space of ground about four miles in circumference, to

build the city in; but the number of people increasing with the trade, several large suburbs were added. Surat flourished till 1686, when it suffered materially by a war with the English, which was continued for three years, and during which period many of their valuable ships were captured. In 1695 the trade was molested by the English pirates, which subjected the Company's factory to much trouble and inconvenience. In 1705 the villages around were plundered by the neighbouring Mahrattas, and Surat besieged; but the enemy being unprovided with artillery, made no impression on the city.

On the removal of the seat of Government to Bombay, the factory was continued; but for many years, in consequence of the relaxed authority of the Mogul, the government of the castle, which was in the hands of the Siddee, or Mogul's Admiral, was converted into a licentious exercise of power, to the oppression of the Nabob, and the inhabitants of the city. From the general dissatisfaction caused by this misconduct, added to the humiliating and disgraceful instances of it, to which the Company's factory had been subjected, originated the design of the Bombay Government to subvert a power that threatened the annihilation of its commercial interests, in the general ruin of the city. This design was happily effected in 1759 by the capture of the castle, which, having been accomplished with the assent of the Nabob and the inhabitants of the city, sumnuds were granted from Delhi, investing the Company with the authority and revenue of the conquered Siddee, agreeably to which the Mogul flag is hoisted in the castle, and at the mast head of the Company's chief cruiser on the Surat station. Since that period, the Company have remained in undisturbed possession.

The revenues of Surat have been very inadequate to the expences; from the year 1759, the period when it came into our possession, to 1795–6, it appears that

	Rs.	A.	P.
The revenues amounted to	44,04,997	2	14
The charges, ditto	106,67,868	1	97
Leaving a deficiency in thirty-six years, of Rupees	69,98,251	0	46

In the year 1795-6 the revenues amounted only to Rupees 93,571 0 69, and the disbursements to Rupees 275,171 3 89, leaving a deficiency of Rupees 181,600 3 20, which at 2s. 6d. sterling per rupee, is £22700 2s. How far this loss is reimbursed by the Company's commerce with this city, it is difficult to ascertain, without an actual statement of the sales and purchases made on their account. Within these few years, a considerable reduction has taken place in the establishment at Surat, and the charges considerably diminished.

Ship-building used to be carried on to a considerable extent at Surat, but at present it is much decreased, most vessels required for the foreign trade, being built at Bombay or Dumaun.

COINS.

Accounts are kept in rupees, quarters, and reas, 400 reas making one rupee.

The coins current are the gold mohur, rupees, their halves and quarters, and tin pice, 72 pice to 1 rupee. For small change they have baddams, a species of almond; these rise and fall according to the quantity in the market, and vary from 48 to 60 for a pice.

The gold mohur weighs 179 grains, and passes current for 15 silver rupees.

The silver rupee coined under the Mogul Government, weighed 178,314 grains, and contained 1,24 of alloy; but in consequence of the Surat coinage being so much depreciated, as to contain from 10 to 15 per cent. of alloy, in 1800, the Bombay Government ordered the Surat rupee to be struck in that mint, to weigh 179 grains, and to contain 7,87 per cent. of alloy.

Bullion of all kinds is sold in proportion to its fineness, reckoning Mexico dollars the standard: this varies according to the rates of exchange.

100 ounces Mexico dollars	11oz. 2dwts.	fineness will produce from	243 to 246 rupees.
100 ditto Duccatoons	11 6½	ditto	245 to 250 ditto.
100 ditto Old Seville	11 5	ditto	244 to 249 ditto.
100 ditto Pillar dollars	11 4	ditto	242 to 248 ditto.
100 ditto French crowns	11 1½	ditto	235 to 245 ditto.
100 ditto Lion dollars	8 19	ditto	190 to 200 ditto.
Gold Venetians full weight of vals	9¼	ditto	346 to 356 ditto
Gubbers ditto ditto		ditto	342 to 350 ditto

Coins of gold are seldom circulated as coin at Surat, but generally considered as bullion.

WEIGHTS AND MEASURES.

The great weights are pice, seers, maunds, and candies, but English weights are in common use.

			Cwt.	qrs.	lb.	oz.	dwt.	dec.
20 great or 30 small Pice		1 Seer, equal to avoir.	0	0	0	14	15	76
40 Seers	make	1 Maund	0	1	9	7	6	50
20 Maunds		1 Candy	6	2	21	4	2	0

The maund is considered equal to one half of the Calcutta factory maund. There is also a Pucka maund, which is equal to the factory maund. Although the above is the common received standard of gross weight at Surat, yet most of the commodities in the market are sold by a different number of seers to the maund, varying from 40 to 46 seers; nor is the candy uniformly confined to 20 maunds. For example: Pepper and sandal wood are sold by the Bombay candy of 21 maunds; and cotton, the great staple commodity of this country, by the Surat candy of 21 maunds. In the list of imports at Bombay is specified by what number of seers, &c. to a maund each article is sold.

PEARL WEIGHTS.

			dwt.	grs.	dec.
20 Vassas		1 Ruttee is troy	0	8	951
3 Ruttees		1 Val	0	5	853
24 Ruttees	make	1 Tank	1	15	024
30⅓ Vals		1 Surat Rupee	7	11	0
32 Vals		1 Tola	7	19	317

	oz.	dwt.	dec.		oz.	drs.	dec.
1 small Surat Pice is Troy	9	2	56	or avoirdupois	0	7	992
1 great ditto	13	15	805	ditto	0	11	988
1 Surat Tola	7	19	317	ditto	0	6	850

1 miscal is 1 tank, 2 ruttee 1 vassa, and 38 tolas 25 vals is 100 miscals.

47 tolas, 29 vals, 1 ruttee, or 50 Surat rupees, is Troy 18 oz. 13 dwts. 23 grs. 61 dec.

1 seer of coral, or amber, is 18 great pice, 31¼ tolas, or 27 small pice, and weighs troy 12oz. 293dec. or avoirdupois 13 oz. 487 dec.

The Venetian sequin is 9¼ vals, and the Spanish dollar 73 vals.

The measures are the large covid of 36 inches, and the small covid of 24 inches. Broad cloth, satins, velvets, &c. are generally sold by the English yard of 36 inches. The parah corn measure contains 20 pallies, and weighs about 75lbs. avoirdupois.

The following is a statement of the trade carried on between Surat and the adjacent villages, and Bombay and Madras, in the years 1802 to 1806 inclusive, together with a list of the articles which composed the imports and exports in 1805, and their value.

IMPORTS FROM FORT ST. GEORGE AND BOMBAY.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	17,76,399	5,74,971	23,51,370
1803	13,87,168	3,69,239	17,56,407
1804	21,92,481	11,74,059	33,66,540
1805	20,46,265	14,00,421	34,46,686
1806	29,75,805	1,91,935	31,67,740
Total.	103,78,118	37,10,625	140,88,743

EXPORTS TO FORT ST. GEORGE AND BOMBAY.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	13,30,614	1,10,216	14,40,830
1803	9,58,126	15,996	9,74,122
1804	13,24,801	26,567	13,51.368
1805	23,25,355	1,05,768	24,31,123
1806	22.71,151	1,83,021	34,54,172
Total.	82,10,047	4,41,568	86,51,615

Articles of Import in 1805.

Raw silk	Sicca Rupees	6,16,664
Piece-goods		2,75,261
Sugar		3,29,401
Beetle nuts		65,944
Cochineal		69,908
Elephants' teeth		35,654
Iron		36,965
Pepper		25,694
Quicksilver		85,722
Wine		26,398
Copper		35,535
Horses		26,575
Tin		10,918
Beads		16,497
Woollens		12,835
Liquors		26,398
Old brass		40,370
Spices		12,005
China ware		15,527
Cocoa nuts		21,161
Coir		12,732
Cardamums		13,313
Dates		10,985
Grain		26,629
Glass ware		13,952
Gunnies		13,137
Tortoise shell		18,066
Sundries		1,51,859
Imports re-exported		160
Treasure		14,00,421
Total of Imports	Sicca Rupees	34,46,686

Articles of Export in 1805.

Cotton	Sicca Rupees	10,83,983
Piece-goods, Surat		7,75,791
Ditto, villages		1,96,532
Hemp		22,971
Red and white lead		12,421
Shawls		10,062
Silk works		11,969
Tin		10,996
Vermilion		4,053
Country paper		11,502
Castor seeds		12,427
Indigo		4,482
Horses		13,600
Woollens		443
Sundries		1,47,033
Treasure		1,05,768
Total of Exports	Sicca Rupees	24,31,123

Merchandise imported from Madras and Bombay in the years 1802 to 1806	Sicca Rupees	103,78,118
Ditto exported to ditto		82,10,047
Imports exceed the exports		21,68,071
Treasure imported into Surat from Madras and Bombay during the above period	37,10,625	
Ditto exported from ditto, to ditto	4,41,568	
		32,69,057
Balance *against* Madras and Bombay	Sicca Rupees	11,00,986

The commerce carried on at Surat is stated to have declined since the establishment of the Company's power in it. A considerable part has no doubt been transferred to Bombay; but whatever decay Surat may have suffered in commerce, may be attributed to the subversion of the Mogul empire, the annihilation of that spirit of commerce which sprang from the innumerable wants of so rich and expensive a people, and the decrease of the lucrative trade to the Gulfs of Persia and Arabia, owing to the anarchy in which Persia is involved, and into which the Turkish dominions have long been sinking. The trade to the Gulfs is however considerable. The following is a statement of the exports from Surat in the years 1794 to 1798 inclusive.

Value of Goods exported to the Gulfs of Persia and Arabia for four years, 1794 to 1798 inclusive.

Years.	Arabian Gulf.		Persian Gulf.		Total.	
	Rupees.	qr. reas.	Rupees.	qr. reas.	Rupees.	qr. reas.
1794–5	3,34,734	0 80	2,09,601	1 40	5,44,335	2 20
1795–6	2,82,970	2 70	3,14,386	3 80	5,97,357	2 50
1796–7	5,22,527	0 45	3,52,119	1 0	8,74,646	1 45
1797–8	3,45,657	0 86	2,45,381	2 80	5,91,308	2 66

The trade carried on by the Portuguese, Dutch, and French, during the period they had factories at Surat, was considerable. The imports principally consisted of staple commodities, by each of these nations, from Europe; sugar, spices, and Japan copper from China, and the Dutch settlements; sugar, raw silk, and some piece-goods from Bengal; and elephants' teeth by the Portuguese from the East Coast of Africa. Their exports were cotton, indigo, and piece-goods, the latter for the European, African, and Malay markets.

CUSTOM-HOUSE REGULATIONS.

A Regulation for the Collection of the Customs at the Port of Surat, passed by the Honourable the Governor of Bombay, under date June 18, 1800.

Previous to the acquisition of the castle, and the charge of the Mogul's fleet by the East India Company in 1759, they collected duties at a place called the Latty, from those trading at the port of Surat under their protection, in consideration for which privilege, they appear to have paid a fixed peshcush to the Nabob's or native Government. The duties thus levied consisted in one general rate of 4 per cent. together with one per cent. additional duty, originally imposed in part indemnification for certain war charges incurred before the acquisition of the castle and fleet during the chiefship of Mr. Somber, and one per cent. convoy duty, making in all 6 per cent. on imports and exports, but never charged on both. The valuations in this department were to be made at 10 per cent. under the market price, except on cotton, which was fixed annually by special order from Bombay.

Anterior to the English East India Company having any share in the local administration of the Surat Government, the rates of customs collected by the native Government were as under:

Mahomedans	2½ per cent.
Armenians and Jews	3½ ditto.
Hindoos	5 ditto.

On the 7th of February, 1747, Teigh Bey Khan's Ekotra was first levied, when Mahomedans (with a few exceptions of persons who did not pay this last mentioned import)

Paid	Customs 2½ per cent. and 1 per cent. T. B. K. is 3½ per cent.
Armenians and Jews	3½ 3½ ditto.
Hindoos	5 and 1 per cent. T. B. K. is 6 ditto.

Agreeably to the above rates, the customs continued to be collected till the 22d of November, 1750, when a second Ekotra was laid on towards raising the two lacs of rupees agreed to be paid the Company on account of the charges of the war in Mr. Somber's time.

Mahomedans then paid, (a few persons excepted), who never paid either of the Ekotras,

	Customs.	T. B. K. Ekotra.	War.	Total.
Customs	2½ per cent.	1	1	4 per cent.
Armenians	3½ ditto	0	0	3½ ditto.
Hindoos	5 ditto	1	1	7 ditto.

The two lacs of rupees to the Company being discharged, the Ekotra on this account was taken off in July, 1758, and the rates of the customs were again reduced.

	Customs.	T. B. K. Ekotra.	Total.
Mahomedans (with exceptions as before)	2½ per cent.	1	3½ per cent.
Armenians and Jews	3½ ditto	0	3½ ditto.
Hindoos	5 ditto	1	6 ditto.

On the 14th of March, 1759, in consequence of the capture of the castle by the English, the war Ekotra was again levied to defray the Company's charges of the expedition, when Mahomedans paid, with exceptions as before, as to the payment of Teigh Bey Khan's Ekotra, but every body was obliged to pay the war Ekotra of this period.

	Customs.	T. B. K. Ekotra.	War.	Total.
Mahomedans	2½ per cent.	1	1	4½ per cent.
Armenians and Jews	3½ ditto	0	1	4½ ditto.
Hindoos	5 ditto	1	1	7 ditto.

The customs collected at this time, were divided as under mentioned.

The Mogul Government, and the Mahrattas, or Peshwa, and Guickwas Chouteas received two thirds of 3½ per cent. from Mahomedans, of 3½ per cent. from Armenians, and of 6 per cent. from Hindoos. The Company received in right of the command of the Mogul's fleet, to which they had succeeded at the same time as that of the castle, one third of 3½ per cent. from the Mahomedans, one third from the Armenians and Jews, and one third of 6 per cent. from the Hindoos, besides the whole of the Ekotra, on account of the war charges, from each sect respectively.

On the 4th of January, 1763, the rates of the customs were again altered, viz.

	Customs.		T B. K. Ekotra.	War	Total.	
Mahomedans (exceptions as before)	3¼	per cent.	1	1	5¼	per cent.
Armenians and Jews	3¼	ditto	0	1	4¼	ditto.
Hindoos	4	ditto	1	1	6	ditto.

The division of the customs continued as above, with this difference, that more was received from the Mahomedans, and less from the Hindoos.

Till the year 1766, it appears that the passing of goods in this department had been entrusted to the native Daroga; but in the month of May, in the last-mentioned year, it was ordered that no goods should be exported without the pass of the English Phoorza master, nor imported without a translate of the Bhurtas, or manifest signed by him: and as goods were discharged by the Phoorza, the Nabob, or native government, and sometimes the Mahrattas, in view to their claim of chowte, had people to see that no more was exported than the quantity expressed in the Bhurtas; and as when country vessels imported, sepoys were sent from the Phoorza, who accompanied the goods from town, to prevent their being landed or shipped elsewhere, it was on the same occasion ordained that proper people should be employed for these purposes on behalf of the Company. On this system the French, Dutch, and Portuguese trading under phirmaund privileges, were not subject to the Khooshka customs on their trade with Surat by sea or land, but all natives were: so that, according to the original system, a Latty merchant, or dependent on the English Company's government, after paying to them the duty on his goods imported by sea, or a Mogul subject to the native government Phoorza, had each of them again similarly to account for the Khooshka duty, on carrying their goods into the interior country; but from the example of the Latty department in exacting its duty only once, the double duties, thus payable at the Phoorza and Khooshka, appear to have, within these last eight or ten years, fallen much into disuse, or been, in fact, for the greater part, evaded: for instance, the importers through the Phoorza re-exporting their goods by sea, and landing them at a convenient port, either up or down the coast, according to their ultimate destination: and in like manner, although upon importation by land, they had equally to pay, in the first instance, not only the Khooshka duty, but again that of the Phoorza, or Latty, according as the importers were esteemed Mogul subjects, or English dependents, on the same goods when exported by sea, yet, agreeable to established usage, piece goods for exportation have been exempted from Khooshka import duty, which constitutes by far the principal article in that branch of customs. In the imports from the interior districts there was also another class of exemptions under what were called Mogul dakillas, or country certificates, which are subject only to the two Ekotras to the Company and the Nabob, that have been above specified, besides Bengal certificate goods, as hereafter noticed.

Under this system, a competition taking place between the Latty and Phoorza departments, as to what goods should pass through either, it was ordered, in the year 1789, that those only of merchants under English protection, should resort to the former, and no imports by foreign vessels were to make their entries at the English custom-house; whilst, further to gratify the Nabob, the article of Bengal raw silk had been admitted to be imported through the Khooshka, and thereby kept subject to certain fees, usually exacted on Bengal certificate goods, in consequence of the Supreme Government having directed, in 1791, that all customs should, from the 1st of October following, be abolished upon imports from the Company's territories on that side of India.

These arrangements continued generally in force till the year 1795, when orders were received from the Court of Directors to fix the export and import duties, at the port of Bombay, at 2½ per cent. the intent of which instruction being construed to extend to Surat, gave rise to various discussions on the expediency of a consequent reduction in the Latty, or Phoorza rates.

Upon the whole, the Supreme Government inclined to a modification of the customs at Surat, and suggested that they might, as well as the Latty, or the Phoorza, be fixed at 4¼ per cent. but it was nevertheless ultimately determined to reduce them at both places to 2½ per cent. which took place generally, at all the custom-houses in Surat, in 1795.

On that occasion, in lieu of the two established Ekotras of the Company, and of Teigh Bey Khan, which had hitherto been levied on the Mogul dakilla, or certificate goods, exempted from other duties, those concerned in that branch of trade voluntarily tendered to the Nabob a duty of ¼ per cent., which has since been admitted to operate; the merchandise under this denomination, consisting of dooties, and other articles from Cambay, Amedabad, and Gogo; and of silk pattolies, &c. from Puttom, and of other piece-goods from Burhampore and Shangur, and on cotton yarn from Khamdein, and of cotton and various other fabrics from Baroach.

Nor have the other general duties been in fact reduced to the net amount of 2½ per cent. to the merchants, as in each of the departments the collecting European and native officers have continued to enjoy fees and allowances, under various denominations, levied either in a rateable proportion to the principal duty, or by some other rule or estimate, thereby constituting a further item of charge in the merchants' payments, which have, for instance in the Khooshka, by these means joined to the hoonda and dustoor, hitherto collected on account of the Nabob, risen to between 3 and 4 per cent.; besides which, the latter continued in the same department to collect a separate fee on all certificate goods imported from the interior whilst in the Phoorza, to be levied at 80 Rs. per bale on Bengal silk goods, similarly exempted from the ordinary custom-house duty.

The Supreme Government did not at the time approve, nor have since extended their sanction to these reductions, and have recently been pleased to signify, that although certificate goods from the other Presidencies, or Bombay, the exportation of which it may be an object to encourage, may be admitted to pass free under the subsisting regulations, yet all other imports to, and all exports from Surat, may be subjected to the former, or other modified rates of duties, at the same time that an additional duty of 1 per cent. has been ordered to be levied for marine charges, and has accordingly taken place in the Latty since April, 1800.

Those instructions, and the changes that have taken place in the interior administration of Surat, whereby all the rights, prerogatives, and functions of the Nabob's Government have devolved by treaty to the English East India Company, rendering a new mode of Custom-house regulations necessary, the following rules are enacted for this purpose.

I. The Latty, Phoorza, and Khooshka departments shall be under the charge of one custom-master, with one or more assistants.

II. Relates to the oath to be taken by the custom-master.

III. Relates to the seal, and inscription, for the custom-house.

IV. Relates to the accountants, and other officers in the different departments.

V. To ascertain and distinguish between goods that should pass through the Latty, or Phoorza, and Khooshka departments, all merchants and others applying to pass their goods at either of the Latty, Phoorza, or Khooshka custom-houses, shall at the same time enter into an obligation to pay a fine of 10 per cent. on the value of the goods thus passed, in case they shall afterwards, either from the property in the merchandise, or the description of the owner, be detected in having applied in the wrong channel; and as an additional precaution, it is ordered that no goods be exported or imported under borrowed names, but that the real owner, as well as agent, be always specified.

VI. The custom-houses to be opened for the transaction of business, every day (Sunday excepted) from nine o'clock in the morning, until three in the afternoon.

VII. 1st. The following are the rules prescribed for the collection of the duties on imports by sea.

2d. With respect to the ships, vessels, and commerce of those European nations possessing phirmaunds from the Great Mogul, the same rules, precautions, and observances are to be followed in the department of the Phoorza, as have hitherto obtained, as well in respect to their European as Indian commerce, adhering to the established practice in regard to each branch, the collector being attentive to report to Government, and to propose the correction of any abuse that experience may shew to exist therein.

3d. A tide-waiter, native or European, from the custom-house, is to go on board of every trading ship or vessel that may come to anchor at the bar of Surat, and enter in a book her name, the nation to which she may belong, the name of her commander, from what port she may have last sailed, and every other particular concerning her, of which copies are monthly to be forwarded to the Governor in Council; nor any goods or articles be thence disembarked, without the pass note of such tide-waiter, and his reporting the same to the custom-master.

4th. Goods trans-shipped at the bar, or in the river of Surat, or sent thence to any other port or place, without being brought within the city of Surat, to be subject to the same duties as if they had entered within the walls, and invariably to confiscation, if clandestinely attempted in the manner hereafter specified.

VIII. 1st. The manner of levying the duties upon imports by sea, shall be by the owners, commander, master, or supercargo, or other person or persons having goods on board the ship or vessel, delivering in a manifest to the custom-house of his cargo (accompanied by the exhibition, as far as the case may admit, of the original invoices in corroboration thereof), and landing his goods, and paying the duties thereof, according to the same, after the custom-master shall have taken and lodged a copy of the manifest in his office, and caused his official seal to be impressed upon the back of the original, which is then to be restored to the party producing it; and if any articles in the said manifest shall be deemed to be under-rated, it shall be the duty of the custom-master to enter into a full enquiry thereon: when if he finds such under-valuation to have arisen from any fraudulent intention in the party or parties exhibiting the same, he is to order the duty to be levied on double the amount of what he shall award to be the proper valuation, at the place whence the import is made, leaving to the party to appeal to the Governor in Council, if he shall think fit, which must be done by letter, to be forwarded open, within three days after the award, and through the custom-master, who will accompany it with such remarks as may occur to him thereon.

2d. In case of any goods being attempted to be landed, or trans-shipped, or conveyed away, the account of which shall not have been previously exhibited in the manifest, such goods shall, being first stopped, be in like manner reported to the custom-master, who, after having taken the parties' answer, and made other satisfactory and adequate enquiry, is, if the attempt, secretly or clandestinely, to land such goods, shall appear to him to be fraudulent, to adjudge the same to be confiscated, and sold at public auction; but in this last case, an appeal shall lie in the Governor and Council of Bombay, if such appeal be given notice of to, and preferred through the custom-master, within three days after the decisions being passed, in the manner as above provided for in the instance of under-valuations.

IX. 1st. And for the greater encouragement of the native officers in the custom-house department to be vigilant in their duty, it is hereby provided, that in all cases where, by reason of an under-valuation in the manifest, double duties shall be decreed to be levied, or where goods shall be confiscated, in consequence of their owners being detected in the attempt to smuggle them, as above noticed, half of the amount of the said double valuation duty, or half the produce of such confiscated goods, shall go to, and be equally divided between the aforesaid officers of the custom-house station where such an attempt at under-valuation, or such act of smuggling was detected; and the native officer, or officers, being the searcher, or other person or persons, belonging to, and dependent on such custom-house station, who were the immediate agents in the detection of the said fraud or frauds.

2d. Relates to the divisions of such penalties and confiscations.

X. 1st. In all cases, where the value of the goods cannot be ascertained by the exhibition of the manifest (as may happen in the coasting trade, or otherwise), the duty to be levied in the following manner.

2d. The owner, or agent, to deliver in a written application under his signature, specifying the quantity and description of the goods, with the place whence imported, and the invoice prices thereof, producing at the same time the original invoice, in proof of the accuracy thereof; after comparing which with the application, and finding them to correspond, the custom-master is to countersign the application in question, and having caused his seal to be impressed upon the back of the original invoice, and deposited a copy thereof, together with the signed application, in his office, he is, after receiving the amount of the duty, to be calculated on the price mentioned in the invoice, to pass the contents in the usual form, subject always to the same penalties and forfeitures, for under-valuation, or fraudulent disembarkation, as are specified in Section VIII. and with the like encouragement to the custom-house officers to be vigilant in the detection thereof, as provided for in Section IX.

3d. In all cases where the custom-master may be satisfied that it is not in the power of the party presenting the application, to specify the invoice price, he is to dispense therewith, and require only a descriptive enumeration of the articles, the duty on which must be levied by appraisement, at the current prices in the city of Surat.

XI. Parcels for gentlemen, native or European, and necessaries, are to be passed at the discretion of the custom-master, and the duties on ships' manifests finally settled by him, without any reference.

XII. 1st. The rate of duty to be collected at the Latty, Phoorza, and Khooshka custom-houses (if passing through the latter) to be 4 per cent. on the Surat price of all foreign goods imported by sea, in ships sailing with, or being the property of persons residing or navigating under the protection of the English East India Company, without any deduction, or super-addition for fees, or otherwise, together with 1 per cent. on the Latty, on account of the marine charges, noticed in the preamble to this regulation, and in the Phoorza and Khooska, with the Company's Ekotra (instead of the aforesaid 1 per cent. for marine charges) that has been already adverted to in its first clause.

2d. The extra 1 per cent. in the Latty, and the Ekotra in the Phoorza and Khooshka, are to be separately collected by the custom-master from the general duty of 4 per cent. above described.

3d. All merchandise imported in ships not sailing with, or not being the property of persons residing, or navigating under the protection of the English East India Company, and of which the manifest shall be exhibited, is to be subject to the same duties as are specified in Clause 1st of this section, together with an established advance thereon, regulated as follows: from which advance, goods from Bussorah, Mocha, Judda, and ports in the Gulfs of Persia and Arabia, are to be exempted, and also goods which, from the manifests not being exhibited, must be regulated by the provision in Clause 3d, Section X.

Cargoes by Foreign European, or American ships (not included under Section VII. clause 2d.) on an advance of	60 per cent.
Ditto from Bengal	15 ditto.
Ditto from the Coasts of Africa and Coromandel, and from Malacca, Acheen, and Siam	15 ditto.
Ditto from Ceylon	12 ditto.
Ditto from China	20 ditto.
Ditto from this Coast, between the Indus and Cape Comorin	10 ditto.

XIII. 1st. Certificate goods from Bengal, and all other ports of the British dominions in India, not subordinate to the Presidency of Bombay, and goods certified to have already paid duty at any place or port subordinate to the Presidency of Bombay, to enjoy the established exemption at Surat, under the following qualifications as to the former.

2d. Goods imported under certificates from Bengal, or Coromandel, or Sumatra, or Prince of Wales's Island, to be liable to an import duty of 2½ per cent. the amount of which is to be restored by an equivalent drawback, whenever re-exported by land or by sea.

3d. Neither Cochin, nor Ceylon, nor Canara, are comprehended for the present within the sense of the two preceding clauses, but are till further orders to be considered, as far as regards the customs, in the light of foreign dependencies.

XIV. No exemptions whatever to be allowed for goods imported by land or sea, under Mogul dakillas, or from the custom-house at Bownaghur.

XV. In conformity to the usage adverted to in Clause 2d of the preamble to this regulation, piece-goods, consisting of baftas and white dooties, imported by land or sea, for re-exportation, are to be subject to the payment of the import duty only, unless dyed, chintzed, or otherwise altered within the town; in which case, they are to pay an additional duty of ½ per cent. on exportation.

XVI. The boat-master is not to grant a pilot to any vessel, until a certificate shall be produced to him from the custom-master, of the import and export duty on her trade having been duly paid.

XVII. The pilot of every vessel which may have received her clearance, shall be ordered by the boat-master to report to the custom-master, if any, and what goods are received on board in the river, after the receipt of such clearance, and to indorse the same on the back of the clearance.

XVIII. The custom-master is to grant receipts, on application being made for them, for all goods landed from ships, and lodged in the custom-house. The custom-master shall be held responsible for delivering from the custom-house all goods for which receipts shall have been so granted. Should the captains, officers, or passengers, omit to take such receipts upon their goods being landed, and lodged as above mentioned, they are not to be entitled to indemnification for any part of them which may be lost in passing through the custom-house.

XIX. Relates to the modes of keeping the accounts of goods imported into Surat by sea.

XX. Ready money only is to be received from merchants in payment of the duties, except that a credit of from three to six months may be allowed for the duty on goods imported from beyond sea, to such persons as shall deposit sufficient security for the payment of the amount when it may become due; the amount of which outstanding and secured duty, the collector is carefully to note at the bottom of each of his cash accounts, which he is to send monthly to the Presidency.

XXI. The duty on cotton is an exemption from the general rate of customs, as settled in Section XII. and is fixed annually, according to the established practice, both as to rate and valuation, in the manner recited in the first article of this preamble.

XXII. On all other imports by land, the duty is to be collected at the rates specified in Section XII. and in the manner recited in Clauses 2d and 3d, Section X.

XXIII. All goods shall be passed at the custom-house with the least possible delay, and official bills, signed by the custom-master, shall be given on all imports and exports, of whatever description.

XXIV. to XXVII. Relate to the keeping copies of registers of goods imported both by sea and land.

XXVIII. The custom-master and his officers are required to bring to the custom-house all boats attempting to pass the town without landing; and should any goods be found on board, they shall be liable to confiscation, in the manner directed in Clause 2, Section X.

XXIX. No tolauts, or weighmen, or appraisers, nor any other servants whatever, to be employed in the duties of the custom-house, excepting such as are furnished with a certificate from the custom-master.

XXX. In cases in which Government may deem it proper to grant exemptions from duties to individuals, the custom-master will be furnished with special orders regarding such exemptions.

PROVISIONS AND REFRESHMENTS.

Provisions of all kinds are in abundance, and reasonable. Peas, asparagus, and cucumbers are amongst the numerous vegetables. The river affords ample supplies of fish, and bread is better than in any part of India, the wheat here being very excellent. Firewood is scarce, and the timber that is required for building, is imported from Dumaun and the Malabar Coast. Water is procured from wells, that of the river before the town being almost always brackish.

DUMAUN,

Or Demaun, the principal place belonging to the Portuguese, next to Goa, on this side of India, is situated up a river, in latitude 20° 22 North, and longitude 73° 4 East. The mouth of the river is defended by two forts, one on each side of it, and 157 yards asunder. St. Jeronomi is the smallest, and to the northward. The main fort is an irregular pentagon, with ten bastions to it, mounted but indifferently with cannon, though some of them are of brass, and of a very large calibre. The inside of the fort is neatly laid out in streets, crossing each other at right angles. Very few but those of the military live within the fort, and not many of them; for the utmost frugality is required to make both officers and soldiers appear decent in their dress; so that a great number of the large houses, built in former times, are now vacant, and going to decay. The two gates of the main fort bear North and South, distance about 500 yards. Within the walls are seven churches, besides two in ruins. The troops stationed here are about 100 in number, and their military operations seem to be carried on with ease and regularity. From abreast of the forts to the outside of the bar is 1¼ mile. The bar is very flat, and mostly a hard sand. There are not more than 2 feet water on the bar, low water spring tides, and there is a rise on ordinary tides of 17 feet, so that on springs there are never less than 3 fathoms at high water. Dumaun is known from sea by two very high steeples, and a fort on a hill, about two miles to the southward of the river. The Governor, Custom-master, and Commandant of the troops form the council upon all public affairs. The salary of the Governor is 4000 rupees a year; and that he may not get too rich, he is relieved from Goa every third year.

Dumaun was formerly a place of some commerce; but at present it is much reduced. Ship-building is carried on here to a considerable extent, and some beautiful ships of 800 tons burthen, built of teak, have recently been launched. Next to Bombay, this is the best place to lay up small vessels in for the monsoon, the river being clear of danger for three miles above the forts. Dumaun was taken by the Portuguese in 1530. About four years afterwards it was ceded to them by treaty with the King of Cambay, and they have retained possession ever since, though several attempts have been made to wrest it from them.

Provisions of all kinds are remarkably cheap here. The water is brought to the sea side in jars, by Gentoo women. The fire-wood is also brought down in carts, at one rupee per load.

BASSEIN.

This town is situated several miles up a river, the entrance of which is in 19° 18 North. It is of considerable size, and strongly fortified; the streets are wide and regular. In the middle of the town is a large square, in which are many good houses. In 1532 it was taken by the Portuguese, and plundered, and 400 pieces of cannon taken away. In 1534, by a treaty with the King of Cambay, Bassein was given up to the Portuguese for ever, with its dependencies by sea and land: it was likewise agreed that all ships bound for the Red Sea from Cambay, should set out from this port, and return to pay the duties; that none should go to other places without leave from the Portuguese; and that no ships of war should be built in any of its ports. In consequence of this arrangement, Bassein became a place of great trade; but it declined as the Portuguese power fell off. It was taken from them by the Mahrattas, and again in 1780 by the English. It was restored to its late masters by the treaty of 1782, since which period it has been ceded to the English, in whose possession it still remains.

CHAPTER XIII.

Bombay.

Description—Coins—Remarks on Coins; their Weight, Alloy, &c.—Weights—Measures—Commerce of Bombay and Surat—Commerce with London—Extracts from the Act of Parliament authorizing Individuals trading to the British Settlements in India—Company's Regulations relative to Tonnage, furnished under the Act—European Articles suitable to the Bombay Market—Price Current of European Articles—Commerce with Hamburgh—Denmark—Lisbon—Madeira—Statement of Commerce with Foreign Europe—Commerce with the United States of America—Commerce with the Northern Parts of Guzzerat—Surat, and the adjacent Villages—Bombay—Coast of Coromandel—Coasts of Malabar and Canara—Bengal—Ceylon—Statement of Commerce with British Asia—Commerce with the Gulf of Arabia—Gulf of Persia—Cashmere, &c.—Cutch and Scindy—Bassein, and Villages—Goa, and the Coast of Concan—Pegu—Pulo Pinang, and the Eastward—Batavia—China—Various Places—Statement of the Commerce with Foreign Asia, &c.—General Recapitulation—Balance in Favour of Bombay and Surat—Price Current of East India Goods—Import and Export Duties—Custom-house Regulations—Regulations respecting Servants—Rates of Pilotage—Light-house Dues—Wharfage—Dock Regulations and Charges—Regulations relative to Salutes and Gunpowder—Ship Owners' Allowances—Seamen's Wages, &c.—Company's Regulations relative to Cotton carried in their Ships to China—Rates of Freight from Bombay to China—List of Merchants resident at Bombay—Rates of Commission—Merchant Vessels belonging to Bombay—Insurance Companies—Statement of Losses, 1805 to 1808, by Capture and Sea Risks—Company's Imports from England—Company's Exports to England—Revenues—Disbursements—Assets—Government Securities—Bombay Army—Pay and Allowances—Regulations relative to Furlough and Retirement—Rates of Passage Money to, and from Europe—Regulations relative to Baggage, outward and homeward-bound—Regulations relative to clearing Presents, Wine, Baggage, &c.—List of established Fees thereon—Extract from the Act of Parliament relative to Objects of Natural History—Duties on various East India Commodities imported as Baggage, Presents, &c.—List of manufactured and unmanufactured Goods—List of prohibited Goods, and Laws relative thereto—Bombay Marine—Pay and Allowances—Regulations relative to Furlough and Retirement—Comparative Rank of the Officers of the Company's Ships and Company's Army—Rank of Officers in the Army and Navy—Provisions and Refreshments—Articles procurable at Bombay—Alkali—Anacardium—Anime Gum—Arrack—Arrangoes—Awl—Beetle Nut—Chaya Root—Cocoa Nuts—Coir—Coculus Indicus—Conessi Bark—Cornelians—Cotton Wool—Euphorbium—Fish Maws—Folium Indicum—Lignum Colubrinum—Mangoes—Nux Vomica—Peacock's Feathers—Piece-goods—Putchock—Radix Lopezerina—Sandal Wood—Sesamum—Shawls—Squills—Turbith—Zedoary.

BOMBAY.

THIS island, on which is the seat of Government for the western part of India, is situated in latitude 18° 56 North, and longitude 72° 56 East; its length from North to South is about 6¼ miles, and its extreme breadth, near the fort, about a mile. It is separated from the main land by an arm of the sea, and with the islands Colabah, Salsette, Butcher's Island, Elephanta, and Caranjah, forms one of the most commodious harbours in India.

The town of Bombay is near a mile long, from the Apollo gate to that of the bazar, and about a quarter of a mile broad in the widest part, from the bunder, or custom-house, across the green to Church gate, which is nearly in the centre of the walls, between the Apollo and bazar gates. There are likewise two marine gates, having commodious wharfs, and cranes built out from each, with a landing-place at the dock-head, for passengers only, under certain regulations. Between the two marine gates is the castle, called Bombay castle, a regular quadrangle, well built of strong hard stone. In one of the bastions is a large tank, or reservoir for water. The fortifications are numerous, particularly towards the sea, and are so well constructed, the whole being encompassed by a broad and deep ditch, which can be flooded at pleasure, that it is now one of the strongest places the Company have in India; besides which, there are several forts and redoubts, the principal of which is Mahim, situated at the opposite extremity of the island, so that, properly garrisoned, Bombay may bid defiance to any force that can be brought against it.

In the centre of the town is a large open space, called the green, which in the fine weather season, is covered with bales of cotton, and other merchandise, entirely unprotected: around the green are many large well built and handsome houses; the Government house, and the church, which is an extremely neat, commodious, and airy building, are close to each other, on the left of the church gate. On the right of the church gate is the bazar, which is very crowded and populous, and where the native merchants principally reside; at its commencement stands the theatre, a neat handsome structure. This part of the town suffered much by a destructive fire, which broke out in February, 1803, and destroyed nearly three-fourths of the bazar, together with the barracks, custom-house, and many other public buildings, and property of immense value belonging to the native merchants. Many houses in the neighbourhood of the castle were battered down by the artillery, to stop the progress of the flames, and preserve the magazine, or in all probability the whole town would have been destroyed. Since which period this part of the town has been rebuilt, and the whole much improved, at a considerable expence to the Company.

The dockyard is large, and well contrived, having naval stores of all kinds deposited in warehouses, together with large quantities of timber for repairing and building ships, and forges for all kinds of smith's work. The dry dock has scarce its equal for size or convenience: it has three divisions and three pair of strong gates, so as to be capable of receiving three ships of the line at the same time. Near the dock, is a convenient place to heave down several ships at once, which is done well, and with great expedition. Here is also a rope walk, which for length, situation, and convenience, equals any in England, that in the King's yard at Portsmouth only excepted; and like that, it has a covering to protect the workmen; cables, and all sorts of lesser cordage, both of hemp and coir, are manufactured here.

Close to Bombay, separated only by a small creek, fordable at low water, is Colabah, or Old Woman's Island, which partly forms the North side of the harbour; it is about 2¼ miles long. Near its southern extremity stands the light-house; this building is of a circular form, and has within it a flight of steps to ascend to the top; the height is upwards of 150 feet above the level of the sea, and the light may be seen in clear weather the distance of seven leagues. There is also a signal station, where a regular watch is kept, day and night, the expence of which is defrayed by a rate levied on all vessels frequenting the port. On this island are barracks for the military, and occasionally a camp is formed here, being esteemed a healthy situation. It has many delightful villas scattered about. The Point of Colabah, on which the light-house stands, is guarded on all sides by an extensive reef of rocks, divided into prongs; the most dangerous is the S. W. prong, which forms the northern boundary of the entrance into the harbour, and Tull reef the other; the breadth of the channel between them is about three miles.

The Island of Salsette is separated from Bombay by a narrow arm of the sea, capable of receiving small craft only; it is about 20 miles long, and 15 broad. The soil is rich, and by proper cultivation, capable of producing any thing that will grow in tropical climates. This island belonged to the Portuguese, and ought to have been ceded to England, along with Bombay, in 1662; the fulfilment of this article however, being evaded, the island remained in their possession, till it was taken from them by the Mahrattas.

It was afterwards taken by the English in 1780, and has continued in their possession ever since. It may be considered the granary of Bombay. Here are excavations of rocks, much more numerous than those of Elephanta, but not equal to them either in size, or workmanship.

Nearly opposite to Bombay Castle, at three miles distance, is Butcher's Island, on which is a small fort with a guard of soldiers. About two miles from this, and still fronting the fort, is the small, but celebrated island of Elephanta. The immense excavations and figures cut out of the solid rock, causes this island to be visited by Europeans frequenting Bombay. Caranjah produces rice, poultry, and vegetables.

At the entrance of the harbour are two small islands, Henery and Kenery; the former is about a mile distance from the main; it is very small, and surrounded with fortifications.

Kenery is likewise small, and lies due South of the light-house, in latitude 18° 42' North, and is just discernible from the decks of the ships in Bombay harbour. It is nearly of a circular form, and has a small creek on the N. E. side, where boats lie, and is the only landing-place about it. The island is near 600 yards in circumference, surrounded by a wall irregularly divided by towers, but no embrasures, or the appearance of cannon mounted; it is covered with houses, and very populous.

The inhabitants of Bombay are composed of persons from almost every Asiatic nation. Nothing has contributed more to the prosperity of the island than the mildness of its government, and the toleration of all religions: Persees, Mahometans, Gentoos, Arabs, and Roman Catholics are alike protected.

The European houses of agency at this presidency are few in number. No one of them could subsist upon the advantages of the agency business alone, it being very confined, and the profits in a great measure absorbed by interest of money on the cash balances they are obliged to keep, and the expences of the establishment. Their advantages arise principally from mercantile transactions; and though they hold out the agency business to be the line they confine themselves to, yet without trade they would scarcely gain a subsistence. Agency, however, gives them the command of a capital, which enables them to embrace every favourable opportunity that occurs, to forward their commercial pursuits. They usually allow 9 per cent. interest for money deposited in their hands; their charges for commission and agency are hereafter enumerated. Many great and uncommon events have occurred during the war, which contributed in a great measure to advance the opulence of the merchants of the presidency. The fortunes acquired have been considerable and rapid, more particularly amongst those who were proprietors of ships. These advantages will subside on the return of peace, and the merchants and ship proprietors must resort to their former pursuits, the Indian and China commerce.

The Persees rank next to the Europeans. They are an active, industrious, and clever people, and possess considerable local knowledge. Many of them are very opulent, and each of the European houses of agency have one of the principal Persee merchants concerned with them in most of their foreign speculations. They are become the brokers and Banians of the Europeans. The factors belonging to these different houses resident in China, Bengal, &c. are generally Persees, and the correspondence is carried on in the country language, so that the British merchant knows no more than they communicate to him. The servants attached to Europeans at this presidency are Persees, and are the best of any in India.

There are many considerable Portuguese, Armenian, and Hindoo merchants resident here, who possess great property, and are men of much integrity. There are likewise some Borah merchants, or Mahometan Jews, who carry on a great trade with Guzzerat, and other places to the northward. Upon the whole, Bombay may be considered the emporium of Persia, Arabia, and the western parts of India, and where the manufactures and produce of all parts of the world may be readily procured.

Bombay claims a distinguished rank among our foreign naval arsenals; it has always been famous for ship-building, and formerly supplied Bengal and other parts of India with shipping, and when any considerable repairs were wanting, they were obliged to proceed to Bombay to have them effected. Many fine ships have lately been built at Bengal, so that this branch of commerce at Bombay is rather diminished. Within these few years, many merchant ships of considerable burthen, from 600 to 1300 tons, for the

country trade, and the service of the East India Company, have been built here, which, in point of beauty of construction, excellent workmanship, and durability, are superior to any class of merchant ships in the world. Bombay has the peculiar honour of being the first place in the British dominions out of Europe, at which a ship of the line was ever built; it has also added several fine frigates to the royal navy: they are all built of Malabar teak, which is esteemed superior to that of any other part of India. The builders are Persees, who are very skilful and assiduous, so that for the skill of its naval architects, the superiority of its timber, and the excellence of its docks, Bombay may be considered of the first importance to the British Empire in India.

Bombay was settled by the Portuguese soon after the discovery of the passage by the Cape in 1627. The English and Dutch formed a plan to obtain possession of it, and make it a station independent of the native powers; but the Dutch commander dying, it was abandoned. In 1661 King Charles II. set on foot a treaty with Portugal for his marriage with the Infanta, when it was determined to embrace this opportunity of procuring the cession of some convenient port for the East India Company, as part of the Infanta's portion. Accordingly, by the treaty of marriage dated the 23d of June, 1661, the Crown of Portugal ceded and granted to the Crown of England the island and harbour of Bombay in full sovereignty. On the basis of this treaty, and to render the island an immediate dependency on the Crown, the King, in March, 1662, dispatched a fleet of men of war, under the command of the Earl of Marlborough, to receive the possession of the island and its dependencies from the Portuguese. On his arrival doubts arose whether the treaty included Bombay and its dependencies (Salsette, &c.) or the island of Bombay only. The Viceroy therefore refused to surrender the island, upon which the Earl of Marlborough with the men of war proceeded to Surat for refreshments, and from thence to Europe, and the ships with the troops to the island of Anjedivah on the Malabar Coast, where the General, Sir Abraham Shipman, and the greater part of the troops died. His successor, in November, 1664, concluded a treaty with the Viceroy of Goa, renouncing, on the part of England, all pretensions to the dependencies of Bombay, and accepting the cession of the island only. It was accordingly delivered over to the English on the 25th of February, 1665.

The revenues of the island not being equal to the expence incurred in retaining it, and political and commercial reasons superadded, the King, by letters patent dated the 27th of March, 1668, tranferred the island of Bombay to the London East India Company in perpetuity, "with all the rights, profits, and territories thereof, in as full a manner as the King himself possessed them, by virtue of the treaty with the "King of Portugal, by which the island was ceded to his Majesty, to be held by the Company of the King, "in free and common soccage, as of the manor of East Greenwich, on payment of the annual rent of £10 "in gold on the 30th of September in each year."

On the 28th of September, 1668, the island was delivered over to the Company's servants, and every exertion made to put it in a respectable state of defence, and to encourage settlers. In 1673 the island, from almost a desert, had been made the centre of the Company's trade, protected by strong fortifications, having upwards of 100 pieces of cannon mounted, and a sufficient garrison. In 1678 the Company, finding the charges of the establishment very heavy, adopted an economical system, reducing the salaries, and lowering the rank of their military officers, which occasioned so much discontent, that on the 27th of December, 1683, a revolt took place on the island, which threatened serious consequences to the Company's affairs. Captain Richard Keigwin, who commanded the garrison, seized the Governor, and such members of the council as adhered to him, assembled the troops and militia, annulled the authority of the Company by proclamation, declared the island to be under the King's protection, and required the inhabitants to take the oaths of allegiance to the King, and to renounce their obedience to the Company. With this proclamation the whole of the garrison, militia, and inhabitants complied. Every exertion was used by the President at Surat to persuade the revolters to return to their duty to the Company. Repeated promises of pardon, and redress of grievances, were unavailing; and it was not till the 10th of November, 1684, when Sir Thomas Grantham, who had a King's commission, arrived from Surat, and landing with prompt-

itude and spirit without any attendants, demanded a conference with Captain Keigwin, the result of which was that Keigwin agreed to deliver up the fort to him as a King's officer, on condition of a free pardon to himself and his adherents: and the island was formally surrendered on the 19th of November, to Sir Thomas Grantham, and by him transferred to the Company's senior civil servants.

The Company, in a statement of their trade, ports, shipping, &c. published in 1668, speaking of Bombay, say, "that, by means of their Isle of Bombay, they have brought thither the principal part of "the trade of Surat, where from 4000 families, computed when the Company took possession of it, they "are since increased to 50,000 families, all subject to the Company's laws; that the Company had made "a most successful war with the Mogul, and brought him to reasonable terms, confirmed by that Prince's "own phirmaund, and secured by a strong garrison at Bombay, which being one of the best ports in "India, and lying so near Surat, the great emporium of the Indian trade to Arabia, Persia, Bussorah, "and the Red Sea, if the English trade had not been brought thither to load home, and not at the river "of Surat as formerly, it would not have been near so beneficial."

Since that period, the island has continued increasing in wealth and consequence, and bids fair to be the most durable of the British possessions in India.

The government of Bombay and its dependencies is by law vested in a Governor and three counsellors, who are, in respect to the native powers of India, levying war, making peace, collecting and applying revenues, levying and employing forces, or other matters of civil or military government, under the controul of the Government General of Bengal; and are, in all cases whatever, to obey their orders, unless the Court of Directors shall have sent any orders repugnant thereto, not known to the Government General, of which, in that case, they are to give the Government General immediate advice. The Court of Directors appoint the Governor and members of the Council, and likewise the Commander in Chief of the forces: the latter is not, *ex officio*, to be of the Council, but is not disqualified from being so, if the Court of Directors shall think fit to appoint him; and when he is a member of the Council, he takes precedence of the other counsellors. The civil members of the Council are to be appointed from the list of civil servants, who have resided twelve years in the service in India. The method of conducting business at the Council-board, is as follows:—Matters propounded by the President, are first proceeded upon: he may adjourn the discussion of questions put by the other members of Council, but not more than twice. All orders are expressed to be made by the Governor in Council. The Governor has power to act contrary to the opinions of the other members of the Council, taking upon himself the whole responsibility. On such extraordinary occasions, the Governor and counsellors are to communicate to each other their opinions and reasons by minutes in writing, and to meet a second time; and if both retain their first opinion, the minutes are entered on the consultations, and the orders of the Governor are to be valid, and put in execution.

COINS.

Accounts are kept at Bombay in rupees, quarters, and reas. The following is a list of the current coins, with their sterling value, estimating the Bombay rupee at 2s. 6d. sterling.

			£	s.	d.	q.	dec
2 Reas	make	1 Urdee	0	0	0	0	60
4 Reas		1 Doogany, or single pice	0	0	0	1	20
6 Reas, or 3 urdees		1 Doreea	0	0	0	1	80
8 Reas, or 4 urdees		1 Fuddea, or double pice	0	0	0	2	40
3½ Fuddeas, or pice		1 Anna	0	0	1	3	50
12½ Pice, or 4 annas		1 Quarter Rupee	0	0	7	2	
25 Pice, or 8 annas		1 Half Rupee	0	1	3		
50 Pice, or 16 annas		1 Rupee	0	2	6		
5 Rupees		1 Pauncheа	0	12	6		
3 Pauncheas, or 15 rupees		1 Gold mohur	1	17	6		

Remarks on the Coins of Bombay.

Silver.—The old Bombay rupee is the same as was coined at Surat under the Mogul Government It weighed 178,314 grains, and contained 1,24 per cent. of alloy. By an ancient agreement with th Nabob of Surat, the rupee of both Governments was to circulate through both at an equal value; whil they mutually pledged themselves to keep up the coin to its exact standard of weight and fineness. Th Nabob, however, did not keep to this agreement; for his rupees were found soon afterwards to contain instead of 1,24 per cent. of alloy, no less than 10,12, and even 15 per cent. The consequence of thi was, that all the Bombay rupees were carried to Surat to be recoined. This mint was entirely stopped i its silver coinage for more than twenty years, and the circulation of silver was occupied by the Surat rupee

In this situation of things the merchants could not afford to coin their bullion here, and therefor Bombay was long without a silver coinage of its own; when Government in 1800 ordered the Sura rupee to be struck in this mint, and since that time the rupee has been kept at an equal value in bot mints. In both the silver rupee weighs 179 grains, and contains 7,97 per cent of alloy.

Gold.—In the year 1774 the gold mohur was made of the same weight as the silver rupee. It wa ordered to be of the fineness of a Venetian, and to pass for 15 silver rupees. In this coinage, therefore 14,9 grains of silver represented one grain of gold, for such is the proportion between the quantity o gold in this gold mohur, and the silver in 15 old Bombay rupees. When the Surat silver currency ha occupied the circulation, this proportion between gold and silver was quite destroyed; so that gold coine according to the regulation of 1774, was now exchanged for no more than thirteen times its weight i silver, and often for much less.

In order to remedy this, and to bring back the coins of gold and silver to nearly their ancient pro portions, and their relative value in the market, it was ordered in 1800, that the gold mohur should be o the same weight as the silver rupee, that it should contain the same quantity of alloy, and that it shoul pass for 15 rupees. At present, therefore, in the Bombay coins, 15 grains of silver represent one of gol

Coins of gold have never circulated as a coin, either at Surat, or in the Mahratta states on this sid of India. They are occasionally carried to those parts, but it is only as bullion.

The following table was drawn from actual assays; the first column contains the alloy in 100 part of each of the different coins; the second column contains their weight in grains. From these two column the value of the whole of the coins may easily and with perfect accuracy be ascertained.

Silver Coins.

	Standard or Alloy p. cent.	Weight in Grains.
British standard of silver coin	8,1	
Spanish dollar A. D. 1790	10	416
Old Spanish 4-real piece	8,99	
New German crown	12,19	
Bombay rupee	2,15	178,33
Goa pardoe	6	
Pondicherry rupee	3,41	
Bussorah Crux	58,3	280
Sultanny half rupee	7	
Canannore fanam	8,8	35,66
Old fanam coined at the presidency	2,8	35,66
Madras rajapour	5,82	174,95
Lucknow rupee	3,83	172,29
Madepoor or Nowse rupee	6,62	173,95
Jeypoor	2,56	175

Mahratta and Guzzeratee Silver Coins.

Chanderry rupee	7,84	172,97
Oukery rupee	16	175
Shree sicca of Poona	8,17	172,57
Halee sicca	2,27	175,26
Ougein sicca	5,47	174,27
Maisor ornew Holkar	4,57	173,10
Indore Holkar	5,75	173,70

N. B. The old Ougien Maisor, and Indore rupees, are all better than the new.

Chinsouree	6,7	172,7
Surat rupee as now established	7,97	179
New Broach rupee (weight and alloy irregular)	7,75	177,95
Old Broach rupee	11,66	177,95
New Brodera rupee	11,82	178,51
Old Brodera rupee	9,43	178,51
Ana Sai coined at Caira	12	176,25
Amedabad sicca	10,6	178
Ana Sai coined at Pitlad	14,77	177,25
Mungal Sai	11,82	178,54
Mumo Sai	11,12	177,75
Seea Sai (coined in Futtysing's time)	11,53	175,75
Cambay Sai	15,2	178

Gold Coins.

British standard of gold	8,33	
Bengal 19 sun sicca gold mohur	66	190,894
Old Bombay gold mohur now in circulation	4,66	178,333
Standard of ditto	52	178,333
Star pagoda	19	52,75
Hyderee hoon	18	
Sultanny hoon	11,75	
Calicut fanams	46,50	
Saik Sai (a Mahratta gold coin)	16,43	166,57
Gold mohur of the Surat impression now current	7,97	179

Comparative View of the relative Denominations of Rupees current in India.

		R.	A.	P.	dec.
100 Current Rs	Sicca rupees	86	3	3	72
	Sonaut ditto	90	1	5	29
	Bombay ditto	90	14	6	54
	Arcot ditto	92	9	5	77
100 Arcot Rs.	Sicca rupees	93	1	7	86
	Sonaut ditto	97	4	9	08
	Bombay ditto	98	2	1	91
	Current ditto	108	0	0	0

		R.	A.	P.	dec.
100 Sonaut Rs.	Sicca rupees	95	11	0	41
	Bombay ditto	100	14	6	54
	Arcot ditto	102	12	5	33
	Current ditto	111	0	0	0
100 Sicca Rs.	Sonaut rupees	104	8	0	86
	Bombay ditto	105	7	3	27
	Arcot ditto	107	6	6	22
	Current ditto	116	0	0	0

The following is a Table for reducing Bombay Rupees into the preceding denominations of Rupees, calculated upon the principle of 100 Bombay Rupees being equal to 110 current Rupees.

Bombay Rupees	Sicca Rupees.				Sonaut Rupees.				Arcot Rupees.				Current Rupees.			
	R.	A.	P.	Dec	R.	A.	P.	Dec	R.	A.	P.	Dec	R.	A.	P.	Dec
1	0	15	2	6	0	15	10	27	1	0	3	55	1	1	7	20
2	1	14	4	13	1	15	8	54	2	0	7	11	2	3	2	40
3	2	13	6	20	2	15	6	81	3	0	10	66	3	4	9	60
4	3	12	8	27	3	15	5	8	4	1	2	22	4	6	4	80
5	4	11	10	34	4	15	3	35	5	1	5	77	5	8	0	0
6	5	11	0	41	5	15	1	62	6	1	9	33	6	9	7	20
7	6	10	2	48	6	14	11	89	7	2	0	88	7	11	2	40
8	7	9	4	55	7	14	10	16	8	2	4	44	8	12	9	60
9	8	8	6	62	8	14	8	43	9	2	7	99	9	14	4	80
10	9	7	8	68	9	14	6	70	10	2	11	55	11	0	0	0
11	10	6	10	74	10	14	4	97	11	3	3	10	12	1	7	20
12	11	6	0	81	11	13	3	24	12	3	6	66	13	3	2	40
13	12	5	2	88	12	13	1	51	13	3	10	11	14	4	9	60
14	13	4	4	95	13	13	11	78	14	4	1	67	15	6	4	80
15	14	3	7	2	14	13	10	05	15	4	5	22	16	8	0	0
16	15	2	9	9	15	13	8	32	16	4	8	78	17	9	7	20
17	16	1	11	16	16	13	6	59	17	5	0	33	18	11	2	40
18	17	1	1	23	17	13	4	86	18	5	3	89	19	12	9	60
19	18	0	3	30	18	13	3	13	19	5	7	45	20	14	4	80
20	18	1/5	5	37	19	13	1	40	20	5	11	11	22	0	0	0
30	28	7	2	6	29	11	8	10	30	8	10	66	33	0	0	0
40	37	1/4	10	75	39	10	2	80	40	11	10	22	44	0	0	0
50	47	6	7	44	49	8	9	51	50	14	9	77	55	0	0	0
60	56	1/4	4	13	59	7	4	21	61	1	9	33	66	0	0	0
70	66	6	0	82	69	5	10	91	71	4	8	88	77	0	0	0
80	75	13	9	51	79	4	5	61	81	7	8	44	88	0	0	0
90	85	5	6	20	89	3	0	31	91	10	7	95	99	0	0	0
100	94	13	2	89	99	1	7	2	101	13	7	55	110	0	0	0
200	189	10	5	79	198	3	2	4	203	11	3	10	220	0	0	0
300	284	7	8	68	297	4	9	6	305	8	10	65	330	0	0	0
400	379	4	11	58	396	6	4	8	407	6	6	20	440	0	0	0
500	474	2	2	48	495	7	11	10	509	4	1	75	550	0	0	0
600	568	15	5	37	594	9	6	12	611	1	9	30	660	0	0	0
700	663	12	8	27	693	11	1	14	712	15	4	85	770	0	0	0
800	758	9	11	16	792	12	8	16	814	13	0	40	880	0	0	0
900	853	7	2	6	891	14	3	18	916	10	7	95	990	0	0	0
1000	948	4	4	96	990	15	10	20	1018	8	3	50	1100	0	0	0
2000	1896	8	9	92	1981	15	8	40	2037	0	7	0	2200	0	0	0
3000	2844	13	2	88	2972	15	6	60	3055	8	10	50	3300	0	0	0
4000	3793	1	7	84	3963	15	4	80	4074	1	2	0	4400	0	0	0
5000	4741	6	0	80	4954	15	3	0	5092	9	5	50	5500	0	0	0
6000	5689	10	5	76	5945	15	1	20	6111	1	9	0	6600	0	0	0
7000	6637	14	10	72	6936	14	11	40	7129	10	0	50	7700	0	0	0
8000	7586	3	3	68	7927	14	9	60	8148	2	4	0	8800	0	0	0
9000	8534	7	8	64	8918	14	7	80	2166	10	7	50	9900	0	0	0
10000	9482	12	1	60	9909	14	6	0	10185	2	11	0	11000	0	0	0

WEIGHTS.

The English weights being in common use here, and at all the other Presidencies, the following account of their relative proportions may be found useful.

The two principal weights established in Great Britain are the avoirdupois and troy weight; the last is again divided into diamond and money weights; the grain is understood to be a grain of wheat, gathered in the middle of the ear:

AVOIRDUPOIS WEIGHT.

3 Scruples	make	1 Dram.
16 Drams	make	1 Ounce.
16 Ounces	make	1 Pound.
28 Pounds	make	1 Quarter.
4 Quarters	make	1 Cwt.
20 Cwt.	make	1 Ton.

Comparison between troy and avoirdupois.

175 Troy lbs.	make	144 Avoir. lbs.
175 Troy ounces	make	192 Avoir. ounces.
1 Troy lb.	make	5760 Grains.
1 Avoir. lb	make	7000 Grains.
1 Avoir. oz.	make	437½ Grains.
1 Troy oz.	make	480 Grains.

the avoir. oz. is near $\frac{1}{12}$ less than the troy ounce.

TROY WEIGHTS.

24 Grains	make	1 Penny wt.
20 Penny wts.	make	1 Ounce.
12 Ounces.	make	1 Pound.

The moneyers have a peculiar subdivision of the grain troy thus:

24 Blanks	make	1 Periot.
20 Periots	make	1 Droit.
24 Droits.	make	1 Mite.
20 Mites.	make	1 Grain.

DIAMOND WEIGHTS

Are carats, each carat being divided into 4 grains or 64 parts. The ounce troy contains 150 such carats; therefore this carat is 3½ grains troy; hence 5 diamond grains are equal to 4 gold grains.

A Table shewing the Avoirdupois Pounds contained in any given Number of Troy Pounds, and vice versa.

Troy lbs.	Avoirdupois lbs. and decimals of a lb.
1	0,822857142
2	1,645714286
3	2,468571428
4	3,291428571
5	4,114285714
6	4,937142857
7	5,760000000
8	6,582857141
9	7,405714280

Avoirdupois lbs.	Troy lbs. and decimals of a lb.
1	1,215277777
2	2,430555555
3	3,645833333
4	4,861111111
5	6,076388888
6	7,291666666
7	8,506944444
8	9,722222222
9	10,937500000

EXPLANATION.

For tens of pounds remove the decimal point one place forward, for hundreds of lbs. two places, for thousands three places, and so on, as in the following examples:

In 175 troy lbs. how many avoirdupois lbs?

100 lbs. troy is	avoirdupois lbs.	82,2857
70	ditto	57,6000
5	ditto	4,1143
175 troy lbs. is	avoirdupois lbs.	144,0000

In 144 lbs. avoirdupois how many troy lbs.?

100 avoirdupois lbs.	troy lbs.	121,528
40	ditto	48,611
4	ditto	4,861
144 avoirdupois lbs. is	troy lbs.	175,000

The Bombay great weights are pice, seers, maunds, and candies, thus divided:

			lb.	oz.	drs.	dec.
30 Pice	make	1 Seer Avoirdupois	0	14	14	93
40 Seers	make	1 Maund	28	0	0	
20 Maunds	make	1 Candy	560	0	0	

Although the above represent the common received standard of gross weights at Bombay, yet there are a great number of commodities which are not governed by them, but sold by the Surat maund, which, notwithstanding it is said to contain only 40 seers, is sometimes 41, 42, 43, through all the intermediate gradations up to 46; nor is the candy uniformly confined to 20 maunds, as will be observed in the undermentioned list of imports.

List of Imports, how bought and sold, with the Number of Seers to the Maund.

BENGAL.

Candles.....Bombay maund of 40 seers.	Red Wood.....Surat Candy of 21 maunds.
Ginger .....Surat maund of 40 seers.	Silk, raw.....per Pucca seer.
Ghee .....Jar of 2 Pucca maunds.	Saltpetre .....Bag of 168lbs.
Gunnies.....Corge of 20 pieces.	Sugar .....Ditto ditto.
Long Pepper.....Surat maund of 44 seers.	Ditto, Java .....Surat maund of 41 seers.
Lump Lac .....Ditto..... ditto.	Tincal.....Ditto .....44 seers.
Opium.....Chest of 4 Surat maunds.	Turmeric.....Surat candy of 22 maunds.
Piece Goods .....Corge of 20 pieces.	Wax.....Surat maund of 42 seers.
Rice .....Bag of 168lbs.	Wood Oil.....Jar of 2 Pucca maunds.

MALABAR COAST.

Arrack, Goa .....per leager or gallon.	Coculus Indicus.....Surat maund of 42 seers.
Beetle nut.....Bombay candy of 21 mds.	Cocoa nuts.....per 1000 of 1250.
Coir Laccadive....Ditto .....ditto.	Pepper .....Bombay candy of 21 maunds.
Cardamoms .....Surat maund of 42 seers.	Sharks' Fins .....Surat maund of 42 seers.
Cassia Lignea.....Ditto ..... ditto.	Sandal Wood .....Bombay candy of 21 maunds.

PERSIA, MUSCAT, MOCHA, AND JUDDA.

Almonds.....Surat maund of 42 seers.	Hartall .....Surat maund of 44 seers.
Aloes .....Ditto 44	Kismisses .....Ditto ..... 42 seers.
Amber, false .....Ditto .....Ditto.	Lapis Tutiæ.....Ditto ..... 44 seers.
Assafœtida.....Ditto .....Ditto.	Myrrh .....Ditto ..... Ditto.
Brimstone .....Surat Candy of 22 mds.	Olibanum .....Surat candy of 21 maunds.
Coffee .....Surat maund of 42 seers.	Rose-water.....per Chest.
Copper, Lump ....Ditto ..... 40 seers.	Red Earth .....Surat candy of 22 maunds.
Ditto, old.....Ditto ..... 42 seers.	Rose Maloes.....Surat maund of 44 seers.
Cummin Seed.....Ditto ..... Ditto.	Ruinas .....per Chest.
Dates, dry.....Surat candy of 21 mds.	Senna .....Surat maund of 44 seers.
Ditto, wet.....Candy of 30 Bombay mds.	Salop .....Ditto ..... Ditto.
Gogul.....Bombay candy of 21 mds.	Sal Ammoniac .....Ditto ..... Ditto.
Gum Arabic .....Surat maund of 44 seers.	Seed and other Pearl.....per Tola.

China produce, and other commodities, not above enumerated, are stated hereafter.

A Table of Bombay Maunds brought into Surat Maunds, of different Seers to the Maund, agreeable to Avoirdupois Weight, 1 Bombay Maund of 40 Seers being considered equal to 30 Surat Seers.

Bombay 40 Seers, in Surat 40 Seers.					Bombay 40 Seers, in Surat 41 Seers.				Bombay 40 Seers, in Surat 42 Seers.				Bombay 40 Seers, in Surat 43¼ Seers.				Bombay 40 Seers, in Surat 44 Seers.				Bombay 40 Seers, in Bombay 42 Seers.			
Pounds.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Bom. Mds.	Seers.	Pice.	Decimals.
¼	0	0	8	035	0	0	7	839	0	0	7	653	0	0	7	430	0	0	7	231	0	0	10	203
½	0	0	16	070	0	0	15	679	0	0	15	304	0	0	14	863	0	0	14	463	0	0	20	407
¾	0	0	24	106	0	0	23	517	0	0	22	958	0	0	22	294	0	0	21	914	0	1	0	610
1	0	1	2	142	0	1	1	358	0	1	0	600	0	0	29	726	0	0	29	220	0	1	10	815
2	0	2	4	285	0	2	2	716	0	2	1	221	0	1	29	454	0	1	28	440	0	2	21	631
3	0	3	6	19	0	3	4	068	0	3	1	821	0	2	29	172	0	2	27	660	0	4	2	436
4	0	4	8	556	0	4	5	424	0	4	2	436	0	3	28	896	0	3	26	880	0	5	13	248
5	0	5	10	701	0	5	6	792	0	5	3	030	0	4	28	632	0	4	26	100	0	6	24	072
6	0	6	12	852	0	6	8	145	0	6	3	660	0	5	28	356	0	5	25	320	0	8	4	884
7	0	7	15	0	0	7	9	501	0	7	4	281	0	6	28	09	6	6	24	540	0	9	15	708
8	0	8	17	139	0	8	10	860	0	8	4	881	0	7	27	816	0	7	23	760	0	10	26	520
9	0	9	19	278	0	9	12	216	0	9	5	496	0	8	27	540	0	8	22	980	0	12	7	332
10	0	10	21	426	0	10	13	581	0	10	6	120	0	9	27	264	0	9	22	200	0	13	18	156
11	0	11	23	565	0	11	14	940	0	11	6	720	0	10	26	988	0	10	21	420	0	14	28	956
12	0	12	25	713	0	12	16	296	0	12	7	341	0	11	26	724	0	11	20	640	0	16	9	792
13	0	13	27	852	0	13	17	652	0	13	7	930	0	12	26	448	0	12	19	860	0	17	20	604
14	0	13	0	0	0	14	19	020	0	14	8	568	0	13	26	184	0	13	19	080	0	19	1	428
15	0	16	2	139	0	15	20	376	0	15	9	180	0	14	25	908	0	14	18	300	0	20	12	240
16	0	17	4	278	0	16	21	732	0	16	9	780	0	15	25	632	0	15	17	520	0	21	23	040
17	0	18	6	426	0	17	23	088	0	17	10	401	0	16	25	356	0	16	16	740	0	23	3	876
18	0	19	8	565	0	18	24	444	0	18	11	004	0	17	25	080	0	17	15	960	0	24	14	676
19	0	20	10	713	0	19	25	812	0	19	11	628	0	18	24	720	0	18	15	180	0	25	25	500
20	0	21	12	852	0	20	27	168	0	20	12	240	0	19	24	540	0	19	14	400	0	27	5	292
21	0	22	15	0	0	21	28	536	0	21	12	852	0	20	24	276	0	20	13	620	0	28	17	136
22	0	23	17	139	0	22	29	892	0	22	13	464	0	21	23	0	6	21	12	840	0	29	27	948
23	0	24	19	278	0	24	1	236	0	23	14	064	0	22	23	724	0	22	12	060	0	31	8	760
24	0	25	21	426	0	25	2	601	0	24	14	688	0	23	23	448	0	23	11	280	0	32	19	584
25	0	26	23	565	0	26	3	960	0	25	15	300	0	24	23	172	0	24	10	500	0	34	0	396
26	0	27	25	713	0	27	5	328	0	26	15	912	0	25	22	908	0	25	9	720	0	35	11	220
27	0	28	27	852	0	28	6	682	0	27	16	524	0	26	22	632	0	26	8	940	0	36	22	320
Bomb. Mds.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Surat Mds.	Seers.	Pice.	Decimals.	Bom. Mds.	Seers.	Pice.	Decimals.
1	0	30	0	0	0	29	8	010	0	28	17	136	0	27	22	368	0	27	8	172	0	36	2	856
2	1	20	0	0	1	18	16	092	1	17	4	284	1	15	14	736	1	14	16	350	1	36	5	712
3	2	10	0	0	2	7	24	141	2	5	21	420	2	3	7	104	2	1	24	540	2	34	8	568
4	3	0	0	0	2	37	2	181	2	34	8	568	2	30	29	472	2	29	2	724	3	32	11	424
5	3	30	0	0	3	26	10	236	3	22	25	704	3	18	21	840	3	16	10	908	4	30	14	280
6	4	20	0	0	4	15	18	288	4	11	12	840	4	6	14	208	4	3	19	080	5	28	17	136
7	5	10	0	0	5	4	25	328	4	39	29	988	4	34	6	576	4	30	27	264	6	26	19	992
8	6	0	0	0	5	34	4	368	5	28	17	136	5	21	28	944	5	18	5	448	7	24	22	848
9	6	30	0	0	6	23	12	420	6	17	4	272	6	9	21	312	6	5	13	632	8	22	25	704
10	7	20	0	0	7	12	20	484	7	5	21	420	6	37	13	680	6	32	21	816	9	20	28	560
11	8	10	0	0	8	1	28	524	7	34	8	544	7	25	6	048	7	19	29	988	10	19	1	416
12	9	0	0	0	8	31	6	576	8	22	25	680	8	12	28	416	8	7	8	160	11	17	4	272
13	9	30	0	0	9	20	14	616	9	11	12	828	9	0	20	784	8	34	16	344	12	15	7	128
14	10	20	0	0	10	9	22	656	9	39	29	976	9	28	13	152	9	21	24	520	13	13	9	984
15	11	10	0	0	10	39	0	696	10	28	17	124	10	16	5	520	10	9	2	712	14	11	12	840
16	12	0	0	0	11	28	8	736	11	17	4	272	11	3	27	888	10	36	10	896	15	9	15	696
17	12	30	0	0	12	16	16	788	12	5	21	408	11	31	20	256	11	23	19	800	16	7	18	552
18	13	20	0	0	13	6	24	846	12	34	8	544	12	19	12	624	12	10	27	264	17	5	21	408
19	14	10	0	0	13	36	2	914	13	22	25	699	13	7	4	992	12	38	5	448	18	3	24	264
20	15	0	0	0	14	25	10	968	14	11	12	852	13	34	27	360	13	25	13	632	19	1	27	120
30	22	20	0	0	21	38	1	452	21	17	4	284	20	32	11	040	20	18	5	448	28	22	25	680
40	30	0	0	0	29	10	21	048	28	22	25	704	27	29	24	720	27	10	27	264	38	3	24	240
50	37	20	0	0	36	23	12	432	35	28	17	136	34	27	8	400	34	3	19	080	47	24	22	800
60	45	0	0	0	43	36	2	904	42	34	8	568	41	24	22	800	40	36	10	896	57	5	21	360
70	52	20	0	0	51	8	23	100	49	39	29	988	48	22	5	760	47	29	2	712	66	26	19	920
80	60	0	0	0	58	21	13	896	57	5	21	408	55	19	19	440	54	21	24	528	76	7	18	480
90	67	20	0	0	65	34	4	380	64	11	12	840	62	16	33	120	61	14	16	344	85	28	17	040
100	75	0	0	0	73	6	24	864	71	17	4	272	69	14	16	800	68	7	8	160	95	9	15	600

The Surat maund is commonly considered to be equal to 37½ lbs. avoirdupois only, or 2 Surat maunds equal to 1 Bengal factory maund; whereas the true Surat maund is 37 lbs. 7 oz. 6 drs. and 5 dec. which makes the Surat candy 749 lbs. 4 oz. 2 drs. instead of 746½ lbs.

The following tables are calculated, one admitting the Surat maund to be 37½ lbs. only, the other the Surat merchants' true maund of 37 lbs. 7 oz. 6 drs. 5 dec.

Table calculated at 3 Surat maunds of 37½ lb. to the hundred weight, *viz.*

Seers.	Avoirdupois. lb.	Decimals.
40	37	33333
¼	37	56666
½	37	79999
¾	38	03333
41	38	26666
¼	38	49999
½	38	73333
¾	38	96666
42	39	19999
¼	39	43333
½	39	66666
¾	39	89999
43	40	13333
¼	40	36666
½	40	59999
¾	40	83333
44	41	06666

Table calculated at the Surat maund being 37 lbs. 7 oz. 6 drs. and 5 dec.

Seers.	Avoirdupois. lb.	Decimals.
40	37	46341
¼	37	69756
½	37	93170
¾	38	16585
41	38	4
¼	38	63414
½	38	86829
¾	39	10243
42	39	33658
¼	39	57073
½	39	80487
¾	40	03902
43	40	27317
¼	40	50731
½	40	74146
¾	40	97650
44	41	20975
46	43	08292

This is the Surat merchants' true maund.

The other weights and measures in use at this Presidency are the under-mentioned:

SILVER WEIGHTS.

6 Chowes	make	1 Goonze.
2½ Goonzes	make	1 Vall.
40 Valls	make	1 Tola, or Rupee.
24 Tolas	make	1 Seer.

Silver is commonly sold from 96 to 100 single pice per Tola, but computations in money are made by Fuddeas, or double Pice.

LONG MEASURE.

18 inches	make	1 Haut or Cubit.
24 inches	make	1 Guz.

The English yard of 36 inches is in common use.

N. B. Piece-goods, and a few other articles are sold by the corge.

SALT MEASURE.

100 Baskets	make	1 Anna, or 2½ tons.
16 Annas	make	1 Rash 40 tons.

DRY MEASURE.

2 Tiprees	make	1 Seer.
4 Seers	make	1 Adowley.
16 Adowlies	make	1 Parah.
8 Parahs	make	1 Candy.

These measures serve for Wheat, and all kinds of grain, except Rice or Batty, which is sold by

BATTA MEASURE.

2 Tiprees	make	1 Seer.
7½ Seers	make	1 Adowley.
20 Adowlies	make	1 Parah.
6¼ Parahs	make	1 Candy.
25 Parahs	make	1 Moorah.
4 Candies	make	1 Moorah.

A Bag of Rice weighs 6 maunds, or 168 lbs. and is Madras Maunds 6 5 30 4

A Bombay Candy is ditto ... 22 3 8

COMMERCE OF BOMBAY AND SURAT.

Bombay from its situation commands the commerce of the Gulfs of Persia and Arabia, and the northern parts of this side of India; the trade, however, is only a transit, the island not furnishing from its own products any considerable articles for exportation, or even sufficient food for its numerous inhabitants. It is merely an emporium for the reception of articles produced in other countries, and a port of resort to merchants. All sorts of Asiatic and European commodities are therefore to be procured here.

In 1801, a reporter of external commerce was appointed at this Presidency, and particular instructions sent from home as to the manner of keeping the accounts of imports and exports; since which period a clear and comprehensive statement has been annually transmitted to Europe, of the merchandise and treasure imported into, and exported from Bombay and Surat, together with a list of the articles of which the imports and exports consisted. The commerce is arranged under the following heads:

I. To and from London (exclusive of the East India Company's trade), comprehending the investments of the commanders and officers of the Company's ships; the goods shipped by individuals on the tonnage allowed by the Act of 33d Geo. III. chap. 52; and the cargoes of such country ships as have been permitted to proceed from Bombay to London, and return with European goods.

II. To and from other parts of Europe, under the denomination of Foreign Europe, comprising Hamburg, Denmark, Lisbon, Madeira, &c.

III. To and from the United States of America.

IV. To and from British Asia, which comprehended in 1801 the under-mentioned places, and notwithstanding the acquisitions which have since taken place, is continued under the same arrangement, *viz.*

1 Northern Parts of Guzzerat.
2 Surat and adjacent Villages.
3 Bombay.
4 Coast of Coromandel.
5 Coasts of Malabar and Canara united.
6 Bengal.
7 Ceylon.
8 Coast of Sumatra.

V. That to and from Foreign Asia, which comprehended in 1801 the under-mentioned places, and though some of them have since been added to the British possessions, the same arrangement is continued, *viz.*

1 Gulf of Arabia, or Red Sea.
2 Gulf of Persia.
3 Cashmere, &c. including Punjab, &c.
4 Coasts of Cutch and Scindy.
5 Bassein and adjacent Villages.
6 Goa, and the Coast of Concan.
7 Pegu.
8 Pulo Pinang, or Prince of Wales's Island, and places to the Eastward.
9 Batavia.
10 China.
11 Various places.

Under the head of various places, are comprehended the Maldive and Laccadive Islands, Mosambique, and East Coast of Africa, New South Wales, Cape of Good Hope, Saint Helena, &c.

The whole of the commerce of India, commonly called the country trade, is in the hands of individuals, the East India Company never interfering, except sending cotton occasionally to China in their Bombay and China ships, with a view of securing funds for the purchase of their teas at Canton.

The accounts are made up at all the Presidencies in Bengal sicca rupees, at the usual rates of exchange, in order to consolidate the commerce of all parts of India under one head hereafter. As the entries of both imports and exports are verified by oath, and the duties moderate, the following statements may be considered accurate.

COMMERCE WITH LONDON.

The following is a statement of the merchandise and treasure, exclusive of the East India Company's, imported into Bombay and Surat from London, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to London during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS FROM LONDON.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	15,00,969	3,00,945	18,01,914
1803	10,59,337	1,93,748	12,53,085
1804	13,76,564	5,65,839	19,42,403
1805	13,03,691	6,35,535	19,39,226
1806	20,64,314	6,64,128	27,28,442
Total.	73,04,875	23,60,195	96,65,070

EXPORTS TO LONDON.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	6,19,538	——	6,19,538
1803	6,76,406	——	6,76,406
1804	5,88,885	——	5,88,885
1805	7,86,068	——	7,86,068
1806	6,91,214	——	6,91,214
Total.	33,62,111	——	33,62,611

Articles of Import in 1805.

Wearing Apparel	Sicca Rupees	1,17,618
Books		10,760
Cutlery and hardware		56,310
Copper		1,18,728
Carriages		6,216
Cochineal		82,075
Cordage		29,705
Glass ware, and looking-glasses		49,325
Hosiery		5,267
Haberdashery		16,202
Jewellery		21,716
Ironmongery		26,444
Millinery		2,846
Malt liquors		59,089
Oilman's stores		12,862
Perfumery		9,445
Provisions		92,435
Plate, and plated ware		8,635
Quicksilver		48,385
Saddlery		32,225
Saffron		38,585
Wines and spirits		1,75,418
Metals		95,374
Naval stores		26,815
Stationary		11,807
Small articles, too numerous to mention		1,49,404
Merchandise		13,03,691
Treasure		6,35,535
Imports from London	Sicca Rupees	19,39,226

Articles of Export in 1805.

Piece goods	Sicca Rupees	4,040
Indigo		2,478
Cotton		5,88,725
Elephants' teeth		44,700
Coffee		16,074
Wine and spirits		15,890
Drugs		85,683
Sundries		28,478
Exports to London	Sicca Rupees	7,86,068

Value of imports into Bombay and Surat from London, in 5 years, Sicca Rupees	73,04,875
Ditto exports from ditto to ditto	33,62,111
Imports exceed the exports	39,42,764
Treasure imported during the above period	23,60,195
Balance *against* Bombay and Surat, in five years, Sicca Rupees	15,82,569

Extract from the Act of 33d George III. chap. 52, relative to the East India Trade.

By the Act of 33d George III. chap. 52, the trade to India from London is opened to individuals, being British subjects. The following are the principal heads relative thereto.

British subjects may export to India articles of the growth, produce, or manufacture of the European dominions of his Majesty (except military stores, ammunition, masts, spars, cordage, anchors, pitch, tar, or copper), and may import from India any goods, &c. (except calicoes, dimities, muslins, or other piece-goods, manufactured with silk or cotton, or with silk and cotton mixed, or with other mixed materials). Licences may be granted by the Company to allow individuals to export and import the above excepted articles; and if the Company do not supply the markets with a sufficiency of the excepted articles of export and import, the Board of Commissioners may permit individuals to export and import such quantities as they may direct, under certain regulations; the excepted articles exported, to be at the same rate of freight as the private trade of the same season.

All goods imported in private trade to be secured in the Company's warehouses, and sold at their sales; when brought in for the owners, to be delivered as soon as possible after the payment of the freight, and other charges, without the payment of the gross amount of the goods sold.

Goods to be registered previous to shipping, in books kept by the Company, describing the marks, numbers, and tonnage of every package. Goods shipped either in London or in India, without being so registered, to be subject to seizure, and to the penalties of trading without the Company's licence.

Goods imported and exported to be subject to the same duties, &c. as the like articles of the Company, and to no other, except the Company's charge of 3 per cent. The Company not answerable for embezzlement, waste, losses, or damages of goods, on board ship, in their warehouses, or in the transit of the goods to or from the ships; but the Company's officers and servants, in charge of goods, or by whose means loss, &c. thereon is sustained, to be liable to answer for the same; and the Court of Directors, on indemnity that the Company shall not suffer thereby, may deliver up their officer's covenants, &c. on which the owners of the goods so lost, may recover.

The Company to provide 3000 tons of shipping for the export and import of private trade, which may be increased or diminished by the direction of the Board of Controul, upon representation being made to them; but if the Court of Directors think the Board order too large an increase, they may appeal to the King in council.

In time of peace, to charge for freight on private goods £5 per ton out, and £15 per ton home; and in time of war, or preparation for war, when the Company pay an increased rate of freight, they may charge the private traders in the same proportion, so long as the circumstances shall continue. No increase in the rate of freight to be made till the Court of Directors shall communicate their reasons for the same to the Board of Controul, and obtain their consent thereto, which rate may be also reduced or discontinued.

In August, in every third year, the Court of Directors to consider whether any, and what abatement can be made in the rate of freight, and to certify the same to the Board of Controul, whose orders are to regulate the rate to be charged.

Persons intending to ship goods in private trade, to give notice thereof to the Company's Secretary in England before the last day of August, specifying the destination of the tonnage, the goods required, and

when the goods will be ready; to pay the freight before the 15th of September, except the Directors take security for the same, and before the 30th of October to deliver a list of the sorts and quantities of goods to be exported; in default whereof, or if the goods are not ready in the limited time, the deposit, or security, to be forfeited. And for goods to be shipped in India, notice is to be given within a time to be limited by the Governments in India, to persons authorized by them to receive the same, stating the sorts and quantities of goods, time when to be ready, and paying freight, or giving security for the payment of the same in Great Britain: if the goods are not provided in time, the deposits, or security, to be forfeited. If any tonnage required by private traders, shall remain unoccupied, the Company may apply the same without any allowance to the parties for whom it was allotted; and if more tonnage should be required than is allotted, the quantity allotted to be divided equally among the parties applying for the same.

Civil servants, or persons licensed by the Company, if not under restrictions to the contrary, may act as consignees to private traders. If the Court of Directors do not license a sufficient number of persons for that purpose, the Board of Controul, on representation being made to them, may order a sufficient number of free merchants to be licensed accordingly; such persons to be subject to the authority of the Company, and not to reside more than ten miles from a principal settlement without permission.

The duty of 5 per cent. and charge of 2 per cent. on goods from India repealed, and a charge of 3 per cent. only substituted in lieu thereof. Not more than 5s. per ton to be charged by the East India Dock Company for dock rates, wharfage, cartage, &c. of private trade goods, which the East India Company is to pay, and deduct the same from the produce of such goods.

East India House, 12th of November, 1806.

Terms and Conditions under which the East-India Company are willing to furnish tonnage, exclusive of that to be provided by the Act of the 33d of His present Majesty, Cap. 52.

I. That the application for tonnage be received on the first Wednesday in the months of September, December, and March in each year, and that such applications be endorsed, "Private application for tonnage;" and that any application made in the intermediate months, unless required by advertisement, will be considered only in the ensuing quarter.

II. That all applications be made by the persons who actually ship goods, and not by any agent or clerk, and specify that the said goods are *bona fide* intended to be sent to India on account of the persons making the application, or on commission received from persons in India, whose names must be inserted in the applications; and the person making application, must engage to verify the same by affidavit, if so required by the Court of Directors.

III. That every application do specify the tonnage of measurable and heavy goods respectively, the particular articles of which each species of tonnage consists, the presidencies to which they are to be consigned, and the periods when the same will be ready to be shipped.

IV. That no material deviation be permitted in the articles or tonnage specified in any request, after such request shall have been granted.

V. That no application for a less quantity than one ton be granted.

VI. That the Court of Directors, in order to encourage the export of a sufficient supply of necessary articles for consumption in India, do not intend to restrain the exportation wholly to the Act, which limits the articles to such as are of the growth, produce, or manufacture of Great Britain; but the Court reserve to themselves the power of limiting the exportation of articles which are not of the growth, produce, or manufacture of Great Britain, or the exportation of which by individuals is not permitted by the Act, to such quantities as the Court may judge proper. And they further reserve to themselves a

power to reduce the quantities of any particular description of goods applied for by any individual, which may appear to them to operate to the exclusion of others.

VII. That not more than fifty chests of wine, or fifty hogsheads of beer belonging to one person be laden on any ship.

VIII. That the tonnage of wine, or chests of liquor on freight, be calculated at two chests, containing twelve dozen quart bottles each to the ton, and not at three chests to the ton, as has occasionally been the practice heretofore.

IX. That the tonnage of carriages on freight be calculated as follows, *viz.*

A coach, or barouche	10 tons.
Chariot	8 ditto.
Phaeton	6 ditto.
Curricle	4½ ditto.
Two-wheel chaise	2 ditto.

X. That not more than two four-wheel carriages, or four two-wheel carriages, be laden on any ship, nor any one house be permitted to ship more than one carriage on each ship.

XI. That if quicksilver be allowed to be shipped on freight, no expence or risk thereby be incurred by the Company or owners of the ship.

XII. That the peace rate of freight for goods shipped in England on extra ships, for India, be at a rate not exceeding £5 per ton; and that such additional freight be paid for goods shipped in England in war, as the circumstances of the time may render necessary.

XIII. That the peace rate of freight homeward shall not exceed £11 per ton; and that such additional freight be paid on goods laden in India on extra ships, in war, as the circumstances of the time may render necessary.

Paragraphs XIV. to XVIII. are regulations respecting Madeira wine, already detailed page 6.

XIX. That all persons do make a deposit in the Company's treasury, within fifteen days after their requests to ship goods or wine shall have been granted by the Court of Directors, of the amount of freight chargeable on such goods or wine, at the rates above mentioned, under the regulations of the act.

XX. That the Court of Directors do reserve to themselves the right of allotting to any of the ships in their service, bound to the respective places of consignment, the goods or wine in such proportions as they may think proper; at the same time, the Court will endeavour to comply, as far as circumstances will admit, with the particular wishes of the proprietors, respecting the shipping of their goods or wine.

XXI. That if the goods allotted, as before mentioned, be not sent on board the ships previous to the day appointed by the Court for the ships clearing out at the Custom-house, the freight paid on such goods shall be forfeited.

XXII. That should the produce of such goods or wine be paid into the Company's treasury, at either of the three Presidencies, or Bencoolen, bills will be granted on the Court of Directors, on the terms of the season allowed to other individuals.

XXIII. That the proprietors of goods shall be exactly on a similar footing with the Company, in respect to short delivery, as is contained in the terms and conditions under which the ships shall have been engaged.

XXIV. That each shipper of goods, jointly with the Company, shall be entitled to all allowances for ship damages and short delivery, not exceeding £4 per ton on their respective tonnage, that is to say, £4 per ton to such persons who occupy the like proportion of tonnage out and home, whether the damage be on the outward or homeward goods, and £2 per ton on the outward goods, and the like sum on

the homeward goods, when they belong to different proprietors, averaging on the whole at the rate of £5 per ton on the builder's measurement, agreeably to the terms under which the ships shall have been engaged.

XXV. That in all other cases, the owners of goods will be subject to the same decisions and determinations only, as the Company themselves are liable to.

XXVI. That the tonnage of all goods (except the articles before mentioned) be calculated according to the computation of tonnage used by the Company.

XXVII. That three days at least shall be appointed by the Court for shipping goods on board of each ship, appointed to carry out the same, and that public notice shall be given, at least three days before such day of shipping, by the officer for private trade, outwards.

XXVIII. That not any order will be given by the officer in the private trade, outwards, for goods allowed to be shipped on freight, until the several persons who are permitted to export the same, shall have delivered into the office an exact account of the tonnage of each article, which they have been allowed to ship.

XXIX. That before any goods shall be shipped, the same shall be registered with the officer for private trade, outwards, in books to be kept by him for that purpose, which registry shall describe the marks and numbers of each bale or package of goods to be shipped, and the amount of the whole tonnage allowed to the person so shipping, and all goods which shall be shipped, without being so registered, will be considered as goods illicitly shipped, and the goods will be subject to such seizure and forfeitures, and the owners, shippers, and agents concerned therein, to such forfeitures and penalties, as any person shall be subject to by law, for carrying on trade to and from the East Indies without the Company's licence.

XXX. That the said officer for private trade, outwards, upon such registry as aforesaid, shall give an order or licence, under his hand, for the shipping of such goods, which licence, together with the goods, shall be carried to the East India wharf, to the proper officers there, who shall examine the same, to see that the packages contain only the sorts of goods of which notice shall have been given, and that they do not exceed in tonnage the quantity of goods allowed to such shipper; and all goods exceeding the allowed tonnage shall be returned and taken back, unless the Committee of Shipping of the said Company, upon special application, shall see fit to allow the shipping thereof, which it shall be competent for them to do, upon previous payment of double freight for the additional quantity of goods shipped, exceeding the quantity appertaining to such shipper as aforesaid, if the same shall amount to one ton or upwards, or single freight if under one ton.

XXXI. That after the goods shall have been examined as aforesaid, the same shall be sent from the East India wharf, on board of hoys to be employed by the Company, the water-side charges and hoyage being previously paid by the owner of the said goods, in default of which payment the goods may be stopped.

XXXII. That on the goods being shipped, bills of lading shall be signed for the same, in triplicate, by the commander or purser, which shall be delivered to the shipper of the goods, or his agent, the persons who sign such bills of lading, being allowed, if they think proper, to add the following memorandum, in regard to the delivery of the goods at their consigned port, *viz.* "To be delivered at the consigned port, "provided the destination of the ship shall not be changed by the East India Company, or their agents "abroad, or by the act of any of His Majesty's officers."

EUROPEAN COMMODITIES SUITABLE TO THE BOMBAY MARKET,

Taken from Indents received at various Periods from Bombay, which Commodities form the Investments of the Commanders and Officers of the Company's Ships, and the Cargoes of such Country Ships as have been permitted to load from London to Bombay.

ALE AND PORTER.

60 hogsheads pale ale
20 butts ditto
8 hogsheads porter
100 dozen bottled ale
100 ditto porter
24 ditto Burton ale

ANCHORS AND GRAPNELS.

6 of each, weighing 2 cwt. each
6 ditto..... 2¼ ditto
6 ditto..... 3 ditto
6 of each, weighing 3¼ cwt. each
6 ditto..... 4 ditto
6 ditto..... 5 ditto

BEADS.

20 cwt. milk white beads, small size
20 crystal ditto .....ditto
10 orange ditto .....ditto
1000 lbs. transparent red plain beads
2000 bunches transparent green beads
4000 bunches milk white ditto
2000 ditto orange colour ditto
1000 ditto ruby beads, 12 strings each

BLACKING AND BRUSHES.

12 gross blacking cakes, in paper
10 ditto blacking balls, small
30 ditto ditto, large
10 gross heel balls, small
10 ditto.....large
30 dozen sets shoe brushes, 3 in a set

BRASIERY.

5 gross brass drawer handles to pattern No. 615
3 ditto commode ditto.....697
2 dozen plated handles ditto 710
10 sets writing desk furniture .....A 617
1 gross lackered lion masks and rings..B 591
1 ditto bronzed ditto.....ditto
1 ditto knobs for drawers.....X 491
1 ditto lackered ditto.....ditto
4 ditto bed caps .....S 649
2 ditto brass lifting handles.....S 602
10 ditto brass screw rings and knobs .....S 128
12 ditto escutcheons to pattern.....T 414
20 dozen brass butt hinges, ditto.....C 668
20 ditto brass hinges, ditto .....C 711
24 dozen brass drawer locks, No. 762 to 770
36 ditto brass thumb locks ..... 780 to 792
2 gross lamp hooks, each..... 793 to 798
12 sets brass castors..... X 493
6 dozen brass beer cocks ..... S 714
12 ditto ditto..... S 719
36 ditto brass bureau hinges..... V 700 to 706
18 ditto card table ditto ..... V 717 to 721
6 ditto sets table fastenings..... V 729 to 732
20 gross brass curtain rings ..... S 162
4 ditto hooks and eyes ..... S 171
1 ditto tea table bells ..... J 119
2 ditto brass till locks..... 749
1 ditto bookcase locks..... 733

BOOKS AND PAMPHLETS.

6 Portuguese and English Dictionaries
2 Persian and English ditto
20 sets Ephemeris, if lately published
20 sets Requisite Tables
2 sets British Classics neatly bound
2 ditto British Poets ditto
2 ditto Hume and Smollett's England
1 Encyclopædia Britannica
3 Bell's British Theatre
New Publications on Ship-building £20
Ditto, relative to India Affairs..... 20
Ditto, Medical and Law Books.....10
New and approved Novels..... 20
Ditto Persian or Arabic Books 10
Army and Navy Lists, last published 5
Magazines and Reviews, ditto.....10

BOOTS AND SHOES.

100 pairs military boots, large sizes
6 dozen pairs Hessian boots, ditto
2 ditto fashionable jockey ditto
1 ditto strong shooting shoes
3 dozen pairs dress shoes, full size
6 ditto undress ditto
3 ditto Morocco slippers, ditto
Ladies' and children's shoes £30

BUTTONS.

100 gross buttons..... No. 69 C
50 ditto..... 70 C
24 gross plain gilt coats ..... L 707
12 ditto jackets ..... ditto
12 ditto breast ..... ditto
24 ditto plated sugar-loaf buttons L 803
6 gross captain's buttons..... L 719
3 ditto ditto each, jacket and breast ditto
4 ditto masters' coats ..... L 720
2 ditto ditto, jacket and breast ..... ditto
2 ditto pursers' coats ..... L 722
1 ditto ditto, each jacket and breast ditto

CABINET WARE.

24 mahogany writing desks, No. 792
24 ditto.....193
6 ladies' toilette glasses
6 wainscot tool chests.....No. 190
2 mahogany ditto 192
1 joiner's chest of tools 195

COCHINEAL.

1000 lbs. large black grain cochineal, free from all kind of smell, in small casks.

COTTON GOODS.

50 pieces jacconot muslin..... G 750
50 ditto ..... G 751
50 ditto ..... G 752
25 ditto Japan muslin ..... N 17
25 ditto ..... N 20
25 ditto ..... N 21
50 ditto veined Japan muslin ..... N 32
20 ditto Sannoes each....N 36, N 37, N 38
10 ditto white corduroy, narrow cord
50 pieces white handkerchiefs with border, O 3
15 dozen pulicat handkerchiefs ..... O 22
12 pieces checked muslin..... N 40
50 ditto fashionable chintz for ladies
15 ditto furniture chintz
1 dozen cotton counterpanes
20 pieces bed ticken, fine
30 ditto white muslinets.....N 39
30 ditto plain dimities ..... S 217

CLOTHS AND CASIMERES.

100 yards best scarlet superfine cloth
50 ditto royal blue ditto
50 ditto French grey ditto
12 pair fine large blankets
20 coat lengths, fashionable colours
3 pieces black superfine casimere
6 ditto white ditto
12 ditto Welch flannel, 3s. to 5s. per yard

Cloth being supplied to the military and Company's servants from their warehouses here, at a small advance upon the prime cost, this article is seldom in much demand.

CONFECTIONARY.

48 dozen cherry brandy in half chests
24 ditto raspberry ditto.....ditto
20 cases bottled fruits, each 3 dozen
12 jars each 6lbs. raspberry jam
6 ditto ditto red currant jelly
3 ditto ditto black ditto
4 ditto ditto strawberries
6 dozen pints capillaire
3 ditto orgeat
3 ditto red currant shrub
24 pint decanters peppermint drops
24 ditto Scotch carraways
24 bottles brandy fruits
36 ditto assorted comfits

CLARET.

12 whole chests and 24 half chests from those houses whose wine is in most repute at Bombay.

CUTLERY.

30 gross penknives, pattern No. 862
30 ditto 865
30 ditto 869
30 ditto 871
25 ditto 872
20 ditto 874
15 ditto 875
10 ditto 880
10 ditto 881
10 ditto 885
10 ditto 886
10 ditto 887
10 ditto 892
10 ditto 893
10 ditto 894
10 ditto 896
36 dozen best ivory table knives and forks 630
36 ditto desserts 630
36 pair carvers to correspond 630
36 dozen black handled knives and forks....639
36 ditto desserts 639
20 gross fine scissars, pattern ....No 928
20 ditto.....929
20 ditto.....932
20 ditto.....934
20 ditto.....935
20 ditto.....936
20 ditto.....948
3 ditto large scissars.....953
3 ditto ditto 956
20 ditto razors .....B 177
50 ditto table-knives .....Z 6291
20 ditto pocket-knives.....843 844
2 ditto corkscrews.....Z 7112
1 ditto boot-hooks.....Z 7116
20 ditto brass stamped knives Z 7102-8
2 ditto oyster knives 841
24 pair best patent razors 22
24 one blade penknives.....23
24 three blade ditto.....27
10 gross buffalo cutteaux .....Z 7126
20 ditto ditto.....Z 7128

CARDS.

6 gross best Mogul cards, in 2 gross boxes
2 gross best Harry cards, in 1 gross boxes

CORKS.

400 gross wine corks, large and round
400 ditto beer corks ditto
12 cakes cork for bungs, &c.
10 gross small corks for phials, &c.

EARTHEN WARE.

6 large table services, brown lined
8 ditto ..... plain or cream colour
100 dozen plain plates
80 ditto soup ditto
100 ditto dessert ditto
60 ditto small cheese ditto
24 nests dishes, 5 in a nest
36 soup tureens with dishes
72 sauce tureens with dishes
72 butter boats and plates
100 wash-hand basons and guglets
20 dozen hot water plates
6 dozen oval dishes, 3 sizes
40 pairs curry dishes and covers
6 dozen baking dishes, 3 sizes
6 dozen salad bowls of sizes

ENAMELLED BOXES.

25 dozen, no figures, same as No. 4860
25 ditto 4863
25 ditto 4866
25 ditto 4868
25 ditto 4869
25 dozen, no figures, same as No. 4870
25 ditto 4871
25 ditto 4872
25 ditto 4876
25 ditto 4877

ENGINES.

6 common size ship's fire engines, complete, with hoses, leather buckets, &c.

FEATHERS.

Hackle feathers for the Company's troops on this establishment, according to the Regulation, £50.

GUNS AND PISTOLS.

6 fowling-pieces, single barrelled, each in a case, with apparatus
6 ditto double ditto
12 pair plain pistols in mahogany cases
12 ditto brass barrelled ditto in ditto
12 boxes spare instruments, &c.

GUNPOWDER.

5 half-barrels patent gunpowder in one pound papers, and 5 half-barrels in half-pound canisters. This must be landed with the ship's gunpowder, and sent to the Company's magazine at Bombay.

GARDEN SEEDS.

If fresh and good, will always sell. In the event of a ship calling at the Cape outward bound, garden seeds from thence are an acceptable article in all parts of India.

GLASS WARE.

48 nests vase lamps, 3 in a nest, plated mountings
12 dozen spare tumblers for the above
3 ditto spare chains to hang tumblers
18 nests brass mounted globe lamps, with chains and tumblers
6 nests green lamps with glass bottoms and chains
42 pairs cut oval butter pots of sizes, with tops
36 ditto plain round ditto
24 dozen cut fluted wine glasses
24 dozen plain ditto
24 dozen finger cups, polished bottoms
24 dozen ditto purple and green
12 dozen blue Monteiths, or wine coolers
12 dozen ditto purple and green
6 richly cut hookah bottoms
6 dozen cut muffineers with silver tops
24 plated cruet frames of 6, 7, and 8 bottles
60 pair glass feet pillar shades, with drops, &c.
50 ditto smaller ditto for card tables
50 ditto cut glass candlesticks
100 ditto cut white glass cups and saucers
100 ditto plain ditto
24 dozen rose water bottles, 3 colours
24 dozen small ½ pint mugs, with handles
24 ditto larger ditto
80 India table shades, each 6lbs.
1 chest brass bottom cabin lamps
12 pair plated chamber candlesticks, with shades
12 ditto sliding shade ditto
12 dozen egg cups, blue, purple, and green
12 ditto cut fluted claret glasses
12 ditto plain ditto
6 ditto cut fluted jelly glasses
6 ditto rather larger
10 ditto cut oval saltcellars
4 chests plated wall shades, single branches
6 ditto double ditto.
12 pair plated double branch cut pillar shades, engraved borders, and spare shades
24 dozen ink and sand glasses
6 ditto green hock glasses
50 ditto plain saltcellars with legs
50 ditto common tumblers
100 ditto small wine glasses
2 ditto plain decanters
2 ditto cut ditto

HATS.

6 dozen gentlemen's fashionable round hats
2 ditto cocked ditto
6 ditto children's hats, different sizes and colours
1 ditto ladies' ditto
4 dozen common hats, 4s. to 5s. each
4 ditto 6s. to 8s.
4 ditto 10 to 12
2 ditto boys' hats, 2 in a nest

HABERDASHERY.

25 lbs. blue thread
15 ditto each red and black
20 ditto of threads from No. 10 to 40 assorted
50 dozen white bobbin
50 lbs. mixed pins
20 gross shirt buttons
30 thousand Whitechapel needles assorted
50 dozen white tapes, different breadths
12 pieces black hair ribbon
Fashionable ribbons, narrow £10

HARDWARE.

10 thousand fish hooks No. 27 to 41
20 thousand ditto .....42 to 50
50 dozen japanned ink stands, No. 444
3 ditto pairs of chambers bellows
1000 feet plated mouldings, No. 3622
12 dozen brass compasses
6 ditto barber's hones assorted
12 sets leather backgammon tables
2 sets chess boards and men complete
4 cwt. of brass wire for Venetians

HOSIERY.

50 dozen white cotton pantaloon stockings
50 ditto superfine ditto
20 ditto worsted stockings
10 ditto .....half ditto
12 ditto ladies' fine cotton stockings
6 ditto ladies' silk ditto, laced clocks
2 ditto black ditto
3 ditto men's half silk hose
12 dozen men's cotton night caps
24 ditto gentlemen's gloves
2 ditto fleecy-hosiery shirts
1 ditto.....ditto.....drawers
6 ditto gentlemen's silk hose
3 ditto black ditto
1 ditto cotton pantaloon pieces
6 ditto children's cotton stockings

IRON, STEEL, &c.

10 tons English iron, 2 to 3 in. flat bars
2 ditto bar iron, 1 inch square bars
5 ditto Swedish ditto
5 ditto butt hoops
10 cwt. rivets for hoops
5 tons of steel in faggots, 9 to 12 bars each.
5 tons Swedish steel in tubs
2 ditto iron plate, 34 by 24 in. at 4lb. each
2 ditto ditto, 4, 5, and 6 plates to the cwt.
1 ditto ditto, thin, 20 to 24 inches square
2 tons each, 12d. 20d. 24d. and 30d. nails
1 ton each, 4d. 6d. 8d. and 10d. ditto

IRONMONGERY.

24 dozen H L hinges, each 6 to 12 inches
12 ditto H hinges 6 to 12 ditto
50 gross each $\frac{1}{2}$ inch and 1 inch screws
100 ditto $\frac{1}{4}$ inch and $\frac{1}{4}$ ditto
50 dozen portmanteau padlocks
12 ditto double bolt ditto
12 ditto spring rat traps
12 ditto wood mouse traps
48 ditto iron chest handles
48 dozen 3 square files, 3 to 6 inches
24 ditto flat ditto
12 ditto round ditto
12 ditto half round ditto
6 ditto flat rasps ditto
12 polished hand vices
6 dozen bench vices
6 ditto iron screw plates
3 ditto flat irons

LEAD, LEAD SHOT, &c.

10 tons red lead in kegs of 2 cwt. each
2 ditto white lead.....ditto
10 ditto pig lead in large slabs
2 ditto sheet lead, thin sheets
3 tons patent shot, as under:

No.	1	2	3	4	5	6	7	8	9	10	11	12
Cwt.	$\frac{-}{6}$	$\frac{-}{4}$	$\frac{-}{4}$	$\frac{-}{4}$	$\frac{-}{4}$	$\frac{-}{4}$	$\frac{-}{6}$	$\frac{-}{20}$	$\frac{-}{2}$	$\frac{-}{2}$	$\frac{-}{2}$	$\frac{-}{2}$

LUSTRES.

10 pair diamond cut lustres with 6 branches, engraved shades, 12 inches long 6 broad
10 pair ditto, with 5 branches ditto
2 pair ditto with 4 lights ditto
2 pair 6-light lustres, neat ornamented plain shades, spare furniture, &c.
4 four light ditto, ditto
1 eight ditto, ditto

LACE, GOLD AND SILVER.

75 dozen rich silver bullion, 3 inches
75 ditto gold ditto.....3 inches
100 yards rich gold Russia braid
200 ditto silver ditto
3 dozen rich gold epaulets, twisted bullion
6 ditto silver ditto ditto
2 ditto sword knots
1 ditto regimental sashes

LOOKING GLASSES.

5 pairs looking glasses, plain gold frames, 84 inches by 48 inches
10 pairs ditto ..... 72 by 42
15 pairs ditto ..... 36 by 24
10 ditto ditto ..... 30 by 18
5 ditto ditto ..... 30 by 16

20 dozen oval gilt brass framed looking glasses, each 5643, 1053, 4343
10 ditto 4353, 3053
15 ditto 427, 527, 627
1000 plates looking glass, without frames, 10 inches by 8, carefully packed

MATHEMATICAL INSTRUMENTS.

2 middling size sextants, established maker
6 good plain quadrants, ditto
1 dozen handsome opera glasses
1 ditto ship's compasses
1 azimuth compass

3 sets ship-builders' instruments
2 dozen telescopes, each No. 3762 to 3768
4 ditto prospect glasses, No. 3769 to 3770
1 ditto day and night glasses
3 small pocket compasses

MUSICAL INSTRUMENTS.

2 organs, each three spare barrels, the tunes new and approved
2 piano-fortes, strong and plain
2 harps, with spare strings

New published music £10
3 Potter's patent German flutes
6 sets Instructions for the German Flute
1 set of instruments for a regimental band

OILMAN'S STORES.

100 hams, small size, under 12 lbs. each
20 barrels Jew beef, each about 14 pieces
10 tierces prime India beef
5 ditto ditto pork
20 quarter cases pickles
4 half chests fish sauces
100 pine-apple cheeses
50 Berkely ditto
4 quarter casks white wine vinegar
12 kegs pickled herrings

20 kegs tongues, 1 dozen in each
20 ditto pickled salmon
10 ditto salted ditto
24 dozen French olives, in half chests
6 ditto Spanish, ditto
24 ditto pints capers, ditto
6 ditto mushrooms, ditto
24 dozen best mustard, in pounds and ½ lbs.
6 ditto salad oil in pints
3 quarter cases anchovies

ORSIDUE, &c.

500 lbs. orsidue, 25 to 28 leaves to a pound, each box 25 lbs. no other sort will answer

2000 packets common gold leaf
500 sheets thin yellow foil

PAINTERS' COLOURS.

100 gallons linseed oil, in small jars
50 gallons spirits of turpentine
5 cwt. black paint, ground
56 lbs. verdigrease

10 cwt. prepared white lead
10 cwt. rosin
56 lbs. patent yellow paint
20 cwt. yellow ochre

PERFUMERY.

6 dozen pints lavender water
12 ditto half pints ditto
24 ditto ditto Hungary water
4 ditto ditto honey water
2 ditto arquebusade
3 ditto milk of roses
3 ditto spirits of hartshorn
3 ditto ditto of lavender
4 ditto smelling salts
12 ditto essence peppermint, glass stoppers
24 sets tooth brushes
12 boxes Naples soap
100 lbs. Windsor soap
5 cwt. common ditto
6 dozen dressing combs
3 ditto small tooth ditto
3 ditto soap boxes, with brushes
100 lbs. violet hair powder
6 dozen pots Jamaica pomatum
3 ditto Velno's vegetable syrup

PLATE AND JEWELLERY.

12 pair neat silver bracket candlesticks
1 neat silver teapot and basons, complete
6 dozen silver table spoons
3 ditto dessert
6 ditto tea ditto
4 pair plated curry dishes
1 dozen fashionable shoe buckles
2 ditto ladies' thimbles
1 ditto fashionable gold watch chains
2 ditto marriage rings
3 ditto broaches
Fashionable and neat jewellery, £50

SADDLERY.

12 light dragoon saddles, bridles, &c. complete
6 hunting saddles and bridles
2 dozen watering bridles
2 ditto plated snaffle ditto
3 ditto best white surcingles
2 ditto best brown martingales
6 ditto sets curry combs, brushes, &c.
6 pair of harness complete, No. 2008
12 single ditto..... 2010
3 single ditto..... 2013
8 pairs plated lamps..... 2292
4 ditto..... 2267
3 dozen whips of No. 8731, 2, and 3
1 ditto each No. 8735, 6, and 7

STATIONERY.

5 reams imperial paper
10 ditto royal
15 ditto medium
30 ditto demy
100 ditto foolscap
50 ditto thick 4to. post, part gilt, part wove
50 thin ditto, ditto
50 ditto thick and thin 8vo. ditto
2 ditto demy extra marble
2 ditto foolscap ditto
2 ditto large bank post folio
30 reams yellow wove printing demy
2 ditto blossom blotting
10,000 large clarified quills
100 boxes mixed wafers
3 sets merchant's account books
12 lbs. sealing wax, red and black
20 dozen black ink powders
6 ditto red ditto
12 ditto London spelling books
12 ditto slates of 3 sizes
Slate pencils in proportion

SHIP-CHANDLERY.

12 copper screw pumps for ships
24 grindstones, of sizes
6 dozen 3 thread log-lines
12 ditto marline and houseline
2 ditto hand lines
2 ditto deep sea lines
12 ditto sewing twine
50 binnacle glasses
2 pieces mixed fearnought
12 ditto red buntin
3 ditto each, white and blue ditto
6 dozen half hour glasses
3 ditto minute and half minute glasses
6 ditto tar and paint brushes

TIN WARE AND IRON WARE.

1 dozen tea kettles, each 3, 4, and 6 quarts
1 ditto copper ditto 3, 4, and 6 quarts
2 ditto tin coffee pots
1 ditto chocolate pots
3 ditto block tin saucepans, of sizes
3 ditto dish covers in nests
2 ditto japanned ditto
2 ditto iron tea kettles, 1st. 2d and 3d size
3 ditto small tin shaving pots
3 dozen tin saucepans of sizes
2 ditto copper ditto
1 ditto stewpans ditto
6 fish kettles, of sizes
6 dozen tin pattypans
2 ditto pudding moulds
2 ditto japanned teapots
2 ditto coffee biggins
48 tin speaking trumpets, of sizes

TIN PLATES.

30 boxes tin plates, 225 sheets each
30 ditto common thin plates
10 boxes double 225 sheets, each plate 15 by 10 inches, and to weigh 11 oz. each

TOBACCO.

1000 lbs. shag tobacco, in pound papers
500 Alloa ditto in ¼lb. ditto
250 lbs. common pigtail, in 1lb. rolls.
100 fine ladies ditto

WINDOW GLASS.

5000 feet best crown glass, 6 by 4 inches
4000 ditto..... 8 by 6 ditto
3000 ditto..... 10 by 8 ditto
18 plates plate glass, 16 by 12 inches
36 ditto..... 14 by 10
36 ditto..... 10 by 8

WATCHES.

5 pair double gilt watches with seconds
5 ditto silver watches, double cases
2 chronometers, good maker, not too dear
3 fashionable ladies' watches, chains, &c.
4 ditto gentlemen's gold watches
Watch glasses, large size £3

SUNDRIES.

100 gross Dutch tobacco pipes
3 spars for topmasts and topsail yards
Toys for children, mostly tin, £30
100 lbs. saffron, free from oil
2000 lbs. quicksilver, in iron bottles
6 half chests Port wine in quarts
6 ditto in pints
6 ditto hock
6 ditto cider
6 ditto perry
200 deals from 2 to 3 inches thick
2 fashionable gigs, cheap maker
10 pieces French cambrics
Fashionable millinery £50
24 camblet boat cloaks
24 ditto coats
12 pair fine blankets of sizes
20 pieces fine Irish linens
10 kegs pearl barley, ½ cwt.
10 ditto currants ditto

PRICE CURRENT OF EUROPEAN GOODS AT BOMBAY.

P. C. signifies prime cost. N. D. no demand.

SPECIES OF GOODS.	HOW SOLD.	1808.		1809.		1810.	
		Jan. 5	July 15	Jan. 3.	July 25.	Jan. 27.	July 7.
Ale { Hogsheads	Rupees per hhd.	125	140	130	100	90	90
Ale { Bottles	Ditto per dozen	9	10	15	9	8	9
Anchors and grapnels	Ditto per cwt.	23	24	25	25	25	25
Beads { Glass, small size	Ditto	44	55	60	45	50	60
Beads { Seed	Ditto per bunch	¼	½	N. D.	½	N. D.	½
Beads { Ruby	Ditto	¼	¼	N. D.	¼	N. D.	¼
Blacking and brushes	Per cent. advance	15	15	10	10	N. D.	P. C.
Blocks	Ditto	P. C.	N. D.	N. D.	N. D.	N. D.	P. C.
Books and Pamphlets	Ditto	N. D.	P. C.	P. C.	25	30	30
Boots and shoes	Ditto	N. D.	20	15	30	20	30
Buckles, shoe and knee	Ditto	N. D.	N. D.	N. D.	10	N. D.	N. D.
Buttons	Ditto	N. D.	N. D.	10	N. D.	N. D.	15
Buntin, of colours	Ditto	N. D.	N. D.	N. D.	15	N. D.	10
Brandy { Cogniac	Rupees per gallon	N. D.	N. D.	4	3½	4	4
Brandy { Cherry and Raspberry	Ditto per dozen	14	16	18	14	13	16
Cables, 16 to 20 inches	Ditto per cwt.	30	N. D.	30	30	30	40
Cabinet ware, desks, &c.	Per cent. advance	20	20	20	25	N. D.	30
Cochineal	Rupees per lb.	20	17¼	21	21	21	24
Cheese	Ditto	¼	¼	1	¼	1	1
Chintz and Muslinets	Per cent. advance	20	20	P. C.	40	N. D.	20
Chronometers	Ditto	P. C.	N. D.	P. C.	P. C.	N. D.	P. C.
Canvas, all numbers	Rupees per bolt	32	30	P. C.	27	30	27
Cards, playing	Per cent. advance	30	10	20	P. C.	P. C.	15
Claret	Rupees per dozen	24	N. D.	30	40	48	42
Cloths and casimere	Per cent. advance	10	10	15	20	20	15
Copper { Sheet	per maund of 37½ lbs.	26	26	23	26	26	22
Copper { Plate	Ditto	26	26	22	23	21	23
Copper { Sheathing	Ditto	30	33	29	25	20	21
Copper { Japan	Ditto	24	24	24	22	22	23
Copper { Nails and bolts	Ditto	30	26	25	18	17	18
Corks	Rupees per gross	1½	2½	5	4	4	3
Cutlery	Per cent. advance	15	5	P. C.	15	N. D.	P. C.
Confectionary	Ditto	N. D.	N. D.	P. C.	P. C.	N. D.	N. D.
Cordage, small to 3 inches	Rupees per cwt.	33	30	35	35	96	40
Cotton screws	Per cent. advance	N. D.	N. D.	N. D.	P. C.	N. D.	N. D.
Carpeting	Ditto	N. D.	N. D.	P. C.	P. C.	N. D.	P. C.
Cider	Rupees per dozen	12	10	12	10	12	12
Deal planks	Per cent. advance	25	P. C.	25	25	P. C.	25
Engines { Fire	Ditto	10	15	25	25	P. C.	25
Engines { Garden	Ditto	10	15	20	25	P. C.	30
Enamelled boxes	Ditto	20	20	25	P. C.	P. C.	20
Feathers, military	Ditto	P. C.	N. D.	P. C.	N. D.	N. D.	N. D.
Gin, in large cases	Rupees per case	24	25	28	30	25	27
Garden seeds	Per cent. advance	50	40	10	30	30	20
Guns and pistols	Ditto	P. C.	N. D.	20	P. C.	20	P. C.
Gunpowder, patent	Ditto	P. C.	10	20	20	25	30
Glass { Ware, plain	Ditto	20	20	25	20	20	10
Glass { Window	Ditto	25	20	20	20	P. C.	10
Glass { Looking	Ditto	20	20	25	25	P. C.	15
Gold and silver thread	Ditto	N. D.	P. C.	P. C.	15	P. C.	P. C.

SPECIES OF GOODS.	HOW SOLD.	1808.		1809.		1810.	
		Jan. 5.	July 15.	Jan. 5.	July 25.	Jan. 27.	July 7.
Gold and silver bullion	Per cent. advance	20	P. C.	P. C.	20	P. C.	P. C.
Hams	Rupees per lb.	¼	¼	¼	1	1	1
Hats	Per cent. advance	20	10	20	30	25	30
Haberdashery	Ditto	N. D.	P. C.	N. D.	10	P. C.	10
Hawsers	Rupees per cwt.	28	25	30	30	30	40
Herrings	Ditto per keg	8	N. D.	N. D.	12	12	10
Hock	Ditto per dozen	30	26	30	40	36	40
Hosiery	Per cent. advance	20	20	15	30	20	20
Jewellery	Ditto	N. D.	N. D.	P. C.	10	N. D.	15
Iron — Swedish narrow	Rupees per candy	110	120	130	120	100	110
Iron — English broad	Ditto	95	110	110	105	93	90
Iron — Square bars	Ditto	90	100	90	106	93	90
Iron — Hoops	Ditto per cwt.	17	20	24	25	25	24
Ironmongery, hinges, &c.	Per cent. advance	10	10	P. C.	10	N. D.	P. C.
Padlocks, locks, &c.	Ditto	10	10	P. C.	10	N. D.	P. C.
Lead in — Pigs	Rupees per cwt.	26	24	20	17	14	15
Lead in — Sheet	Ditto	30	27	28	20	17	17
Lead in — Red	Ditto	30	35	36	42	20	18
Lead in — White	Ditto	23	22	20	22	19	20
Madeira — London particular	Rupees per pipe	450	400	350	400	350	350
Madeira — Market	Ditto	400	350	300	350	275	300
Madeira — India	Ditto	300	300	220	250	225	250
Lace, gold and silver	Per cent. advance	N. D.	P. C.	N. D.	10	N. D.	P. C.
Mathematical instruments	Ditto	P. C.	P. C.	N. D.	P. C.	N. D.	P. C.
Musical instruments	Ditto	N. D.	P. C.	N. D.	P. C.	N. D.	20
Millinery	Ditto	N. D.	P. C.	N. D.	P. C.	N. D.	10
Nails, of sizes	Rupees per cwt.	28	30	26	24	20	22
Oil — Salad, in pints	Ditto per dozen	12	7	6	6	18	18
Oil — Linseed	Per cent. advance	25	P. C.	20	20	N. D.	10
Olives	Rupees per dozen	N. D.	5	N. D.	6	6	6
Organs	Per cent. advance	20	10	20	20	20	25
Orsidue, 25 to 30 pieces per pound	Rupees per corge	2	2¼	2½	4	3¼	3½
Pipes, tobacco	Per cent. advance	N. D.	10	N. D.	N. D.	20	P. C.
Paints, of colours	Ditto	P. C.	P. C.	N. D.	P. C.	N. D.	P. C.
Perry	Rupees per dozen	12	10	12	12	12	12
Pickles	Ditto per case	15	14	10	14	14	16
Pitch	Ditto per barrel	30	25	35	30	20	30
Pictures	Per cent. advance	N. D.	P. C.	N. D.	10	N. D.	P. C.
Perfumery	Ditto	N. D.	20	N. D.	P. C.	N. D.	10
Plate, silver	Ditto	P. C.	P. C.	N. D.	P. C.	P. C.	10
Plated ware	Ditto	N. D.	P. C.	N. D.	P. C.	P. C.	15
Porter — Hogsheads	Rupees per hhd.	80	80	80	85	80	80
Porter — Bottles	Ditto per dozen	7	7	9	8	7	8
Port wine	Ditto	13	12	14	13	13	17
Provisions, salt	Ditto per tierce	N. D.	50	N. D.	60	60	70
Quicksilver	Ditto per Surat md.	54	50	45	48	40	46
Raisins, bloom	Per cent. advance	N. D.	P. C.	N. D.	P. C.	10	P. C.
Ratafia	Rupees, per dozen	N. D.	16	18	14	13	16
Rum, Jamaica	Ditto per gallon	2	2	3	4	4	4
Rum Shrub	Ditto per dozen	8	P. C.	4	P. C.	4	4
Saddlery	Per cent. advance	N. D.	10	P. C.	15	N. D.	15
Salmon — Salt	Rupees per keg	20	20	N. D.	20	15	18
Salmon — Pickled	Ditto per kit	8	8	N. D.	8	8	8
Saffron	Ditto per lb.	27	22	18	18	17	17
Ship-chandlery	Per cent. advance	15	P. C.	P. C.	15	N. D.	N. D.

SPECIES OF GOODS.	HOW SOLD.	1808.		1809.		1810.	
		Jan. 5.	July 15.	Jan. 3.	July 25.	Jan. 27.	July 7.
Sauces of sorts	Rupees per dozen	N. D.	8	4	6	N. D.	N. D.
Shot patent, of sizes	Ditto per cwt.	30	30	28	30	32	30
Shooting tackle	Per cent. advance	P. C.	N. D.	10	10	P. C.	P. C.
Soap — Common	Ditto	20	50	20	P. C.	P. C.	P. C.
Soap — Patent	Ditto	20	50	20	P. C.	P. C.	P. C.
Spectacles	Ditto	N. D.	P. C.	10	P. C.	P. C.	P. C.
Skins, Morocco	Ditto	N. D.	N. D.	P. C.	P. C.	P. C.	P. C.
Spars	Ditto	100	75	50	50	25	50
Snuff	Ditto	N. D.	N. D.	10	N. D.	N. D.	N. D.
Steel — Faggots	Rupees per cwt.	18	20	23	22	20	21
Steel — Tubs	Ditto	25	28	28	27	26	23
Stationery	Per cent. advance	20	10	15	20	20	10
Tar	Rupees per barrel	25	25	30	30	20	20
Tin ware	Per cent. advance	P. C.	P C.	15	P. C.	10	P. C.
Tobacco — Shag	Rupees per lb.	1	1	1	1½	1½	1¼
Tobacco — Pigtail	Ditto	1¼	1¼	1¼	1¼	1¼	1¼
Tin plates	Per cent advance	30	25	40	40	30	30
Tongues	Rupees per dozen	N. D.	20	N. D.	20	20	20
Toys	Per cent advance	P. C.	20	20	20	P. C.	20
Turpentine	Ditto	20	10	10	25	P. C.	10
Vinegar	Rupees per gallon	1¼	2	¾	1	½	1
Verdigrease	Per cent. advance	P. C.	20	N. D.	P. C.	P. C.	P. C.
Watches, common	Ditto	P. C.	P. C.	N. D.	P. C.	20	10

RATES OF EXCHANGE.

Spanish dollars	Rupees per 100	218	221	220	219	220	221
Bills on England — 12 months sight	Per Rupee	2s. 6d.	2s. 6d.	2s. 5d.	2s. 6d.	2s. 6d.	2s. 6d.
Bills on England — 6 ditto	Ditto	2s. 4d.	2s. 4d.	2s. 4d.	2s. 4d.	2s. 4d.	2s. 4d.
Bills on England — 3 ditto	Ditto	2s. 3d.	2s. 3d.	2s. 3d.	2s. 3d.	2s. 3d.	2s. 3d.
Navy Bills at 90 days	Ditto	2s. 3d.	2s. 3d.	2s 3d.	2s. 3d.	2s. 3d.	2s. 2d.

The commanders and officers of the Company's ships employ one of the principal Persee merchants as their dubash or agent, who has the management of their investments, and is considered responsible for the goods sold either to the European or native shopkeepers, and for which a compensation is made, but they have no fixed rule of charging commission on sales and purchases, leaving it to the discretion of their employers what allowance to make them.

Investments from Europe are usually divided into three classes. The first comprehends such articles as are intended for the consumption of Europeans; these are sold at a certain per centage on the prime cost of the goods: the packages, convoy duty, shipping expences, &c. are only paid for at prime cost. The second class comprehends what are denominated bazar articles, such as cochineal, saffron, iron, steel, lead, &c. these are generally purchased by native merchants at a fixed price per pound, candy, cwt. &c. The third class is what are considered marine stores, such as cordage, pitch, tar, &c.; these are generally tendered to the Government, and if refused, are sold to the merchants in the bazar.

The usual mode of settlement for goods sold is, payment at two months from the period of delivery, reckoning the Bombay rupee at 2s. 6d. sterling.

Of late years the merchants have been in the habit of commissioning goods from Europe, at an agreed advance upon the prime cost, varying from 38 to 45 per cent. the packages, &c. at prime cost; from which advance are to be deducted the following charges, to which the individuals who ship them in England are liable.

Freight, as there are usually many bulky articles, may be reckoned equal to	£5	0	0	per cent
Premium of insurance 7 per cent. and stamp, being always shipped on extra ships	7	5	0	ditto.
Wastage on some articles, and damage, &c. on others, about	2	10	0	ditto.
Bombay import duties and fees at custom-house	3	15	0	ditto.
Commission to agent at Bombay, 5 per cent. on delivery, including advance	7	0	0	ditto.
Expences of landing, cooley hire, &c.	1	5	0	ditto.
Making in the whole	£26	15	0	

Of the above deductions the commanders and officers of the Company's ships are exempt from the charge for freight, 1 per cent. difference in insurance on regular ships, and a part of the commission. Besides which, there is a loss on the exchange to Europe of 10 per cent., bills at three months after sight being at the rate of 2s. 3d. per rupee, and may, from various circumstances, be expected to fall still lower.

The commerce carried on from Foreign Europe with Bombay and Surat is very trifling. In the years 1802 to 1806 inclusive it was as under:

COMMERCE WITH HAMBURGH.

During the period of five years, 1802 to 1806 inclusive, the Commerce with Hamburgh consisted of only the cargo of one ship, which imported in 1804,

Treasure amounting to	Sicca Rupees	1,57,500
Exported merchandise, principally piece-goods		1,88,505
Making a balance *in favour* of Bombay and Surat	Sicca Rupees	3,46,005

COMMERCE WITH DENMARK.

During the above period of five years, the commerce with Denmark consisted of

Merchandise imported into Bombay and Surat, in 1802, the only year in which any importation took place	Sicca Rupees	46,736
Ditto exported from ditto to ditto		84,441
Exports exceed the imports		37,705
Treasure imported into Bombay and Surat from Denmark		78,075
Balance *in favour* of Bombay and Surat	Sicca Rupees	1,15,780

COMMERCE WITH LISBON.

The following is a statement of the merchandise and treasure, imported into Bombay and Surat from Lisbon in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to Lisbon during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	65,605	1,03,673	1,69,278
1803	88,039	3,30,931	4,18,970
1804	1,07,712	1,88,059	2,95,771
1805	2,17,716	7,04,880	9,22,596
1806	2,31,763	4,62,345	6,94,108
Total.	7,10,835	17,89,888	25,00,723

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees	Total. Sicca Rupees.
1802	2,34,146	——	2,34,146
1803	5,31,508	——	5,31,508
1804	4,37,617	——	4,37,617
1805	5,61,926	——	5,61,926
1806	5,48,768	——	5,48,768
Total.	23,13,965	——	23,13,965

Articles of Import in 1805.		*Articles of Export in 1805.*	
Goa paper	Sicca Rupees 95,762	Piece goods	Sicca Rupees 4,11,310
Madeira wine	1,00,809	Cassia and cassia buds	9,050
Sundries	21,145	Drugs	18,218
Treasure	7,04,880	Cotton	1,16,000
		Sundries	7,348
Imports from Lisbon	Sicca Rupees 9,22,596	Exports to Lisbon.	Sicca Rupees 5,61,926

Merchandise imported into Bombay and Surat from Lisbon, in 5 years, Sicca Rupees 7,10,835
Ditto exported from ditto to ditto 23,13,965

Exports exceed the imports 16,03,880
Treasure imported from Lisbon during the above period 17,89,888

Balance *in favour* of Bombay and Surat ..... Sicca Rupees 33,93,768

COMMERCE WITH MADEIRA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from the Island of Madeira in the years 1802 to 1806 inclusive. There do not appear to have been any goods exported from Bombay and Surat to Madeira during the above period.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	——	——	——
1803	1,03,655	——	1,03,655
1804	1,23,655	——	1,23,655
1805	1,24,400	——	1,24,400
1806	1,17,895	——	1,17,895
Total.	4,69,605	——	4,69,605

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	——	——	——
1803	——	——	——
1804	——	——	——
1805	——	——	——
1806	——	——	——
Total.	——	——	——

In 1805 the only article imported was Madeira wine, valued at Rupees 1,24,400.

COMMERCE WITH FOREIGN EUROPE.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Foreign Europe, comprehending Hamburgh, Denmark, Lisbon, and Madeira, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat during the same period. The articles of which the imports and exports consisted, are already enumerated.

IMPORTS INTO BOMBAY AND SURAT.

Years	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	1,12,341	1,81,748	2,94,089
1803	1,91,694	3,30,931	5,22,625
1804	2,31,367	3,45,559	5,76,926
1805	3,42,116	7,04,880	10,46,996
1806	3,49,658	4,62,345	8,12,003
Total.	12,27,176	20,25,463	32,52,639

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	3,15,662	——	3,15,662
1803	5,31,508	——	5,31,508
1804	6,26,122	——	6,26,122
1805	5,64,851	——	5,64,851
1806	5,48,768	——	5,48,768
Total.	25,86,911	——	25,86,911

Merchandise imported into Bombay and Surat from Foreign Europe in the years 1802 to 1806 inclusive	Sicca Rupees	12,27,176
Ditto exported from ditto to ditto		25,86,911
Exports exceed the imports		13,59,735
Treasure imported into Bombay and Surat during the above period		20,25,463
Balance *in favour* of Bombay and Surat	Sicca Rupees	33,85,198

COMMERCE WITH THE UNITED STATES OF AMERICA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from the United States of America in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to the United States during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	—	—	—
1803	—	—	—
1804	9,071	2,07,564	2,16,635
1805	95,660	94,500	1,90,160
1806	1,21,038	1,32,583	2,53,621
Total.	2,25,769	4,34,647	6,60,416

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	1,78,332	—	1,78,332
1803	—	—	—
1804	65,903	—	65,903
1805	1,12,866	—	1,11,866
1806	1,62,440	—	1,62,440
Total.	5,19,541	—	5,19,541

Articles of Import in 1805.

Brandy and cherry brandy	Sicca Rs.	69,223
Claret and port wine		11,775
Geneva		3,493
Cordage		1,780
Metals		7,678
Oil, and oilmans' stores		1,711
Total of merchandise		95,660
Ditto of Treasure		94,500
Imports in 1805	Sicca Rupees	1,90,160

Articles of Export in 1805.

Piece-goods	Sicca Rupees	35,450
Cotton		70,000
Camphire		6,416
Seeds		1,000
Exports in 1805	Sicca Rupees	1,12,860

Value of imports into Bombay and Surat from America in 5 years	Sicca Rs.	2,25,769
Ditto exports from ditto to ditto		5,19,541
Exports exceed the imports		2,93,772
Treasure imported into Bombay and Surat from America		4,34,647
Balance *in favour* of Bombay and Surat during the above period	Sicca Rs.	7,28,419

COMMERCE WITH THE NORTHERN PARTS OF GUZZERAT.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from the ports in the northern parts of Guzzerat, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to the northern parts of Guzzerat during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	70,49,517	3,03,618	73,53,135
1803	56,23,634	1,550	56,25,184
1804	67,25,258	—	67,25,258
1805	78,64,765	—	78,64,765
1806	82,96,049	23,501	83,19,550
Total.	355,59,223	3,28,669	358,87,892

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	43,85,624	16,91,754	60,77,378
1803	34,18,367	2,45,527	36,63,894
1804	55,02,461	11,38,341	66,40,802
1805	57,50,601	17,29,511	74,80,112
1806	50,13,862	34,53,105	84,66,967
Total.	240,70,915	82,58,238	323,29,153

Articles of Import in 1805.

Cotton	Sicca Rupees	46,38,477
Cornelians		62,231
Ghee		1,24,845
Grain		9,64,188
Moura		45,567
Oil		1,35,628
Piece-goods		2,66,249
Putchock		61,457
Seeds		81,999
Sandal oil		62,812
Tobacco		31,856
Gingely seeds		60,623
Piece-goods: Baroach		3,70,443
Piece-goods: Cambay		1,14,173
Piece-goods: Jumbaseer		93,676
Piece-goods: Bownaghur		38,372
Piece-goods: Amedabad		4,61,003
Hemp		17,383
Soap		36,964
Shawls		62,812
Opium and seeds		16,761
Lac		12,682
Drugs		20,719
Horses		14,950
Dhabbies		12,618
Hides		14,843
Sundries		41,434
Imports in 1805	Sicca Rupees	78,64,765

Articles of Export in 1805.

Beetle-nut	Sicca Rupees	1,07,516
Woollens		1,73,675
Copper		1,83,310
Cochineal		1,78,241
Cocoa nuts		2,91,059
Dates		1,25,438
Grain		1,10,802
Iron		1,84,629
Piece-goods		8,58,817
Embroidery		72,707
Pepper		2,35,927
Raw silk		7,17,709
Sugar and Jaggery		11,40,041
Copra		60,305
Elephants' teeth		1,68,238
Gunnies		84,593
Steel		54,256
Wines		57,164
Spices		95,602
Liquors		45,295
Drugs		2,51,428
Metals		47,245
Seeds		60,633
Ghee		54,015
Bangle ivory		60,285
Sundries		3,31,671
Treasure		17,29,511
Exports in 1805	Sicca Rupees	74,80,112

Value of imports into Bombay and Surat from Guzzerat in 5 years, Sicca Rupees 355,59,223
Ditto of exports from ditto to ditto 240,70,915

Imports exceed the exports 114,88,308
Treasure imported into Bombay and Surat from Guzzerat 3,28,669
Ditto exported from ditto to ditto 82,58,238
79,29,569

Balance *against* Bombay and Surat, in five years Sicca Rupees 194,17,877

COMMERCE WITH SURAT AND THE ADJACENT VILLAGES.

The following is a statement of the merchandise and treasure imported into Bombay and Surat, from Surat and the adjacent villages, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat, to Surat and the adjacent villages, during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	13,01,788	1,10,216	14,12,004
1803	9,35,016	15,996	9,51,012
1804	12,96,871	22,520	13,19,391
1805	23,00,403	95,988	23,96,391
1806	22,50,740	1,83,021	24,33,761
Total.	80,84,818	4,27,741	85,12,559

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	17,59,730	5,74,971	23,34,701
1803	13,82,282	3,69,239	17,51,521
1804	21,83,287	11,74,059	33,57,346
1805	20,18,407	13,99,655	34,18,062
1806	29,72,551	1,91,935	31,64,486
Total.	103,16,257	37,09,859	140,26,116

Articles of Import in 1805.

Cotton	Sicca Rupees	10,83,893
Piece-goods, Surat		7,59,140
Ditto villages		1,96,532
Hemp		22,971
Red and white lead		19,421
Shawls		10,062
Silk works		11,969
Tin		10,996
Vermilion		4,053
Country paper		11,502
Castor seeds		12,427
Indigo		4,482
Horses		13,600
Sundries		1,39,355
Treasure		95,988
Imports in 1805	Sicca Rupees	23,96,391

Articles of Export in 1805.

Raw silk	Sicca Rupees	6,16,664
Piece-goods		2,74,732
Sugar		3,19,655
Beetle-nut		65,944
Cochineal		69,908
Elephants' teeth		35,654
Iron		36,965
Pepper		23,867
Quicksilver		85,722
Wine		26,398
Copper		35,535
Horses		26,575
Tin		10,918
Beads		16,497
Woollens		12,835
Liquors		26,398
Old brass		40,370
Spices		12,005
China-ware		15,527
Cocoa-nuts		21,161
Coir		12,732
Cardamums		13,313
Dates		10,985
Grain		12,941
Glass ware		13,952
Gunnies		13,137
Tortoise-shell		18,066
Sundries		1,49,951
Treasure		13,99,655
Exports in 1805	Sicca Rupees	34,18,062

Merchandise imported into Bombay and Surat	Sicca Rupees	80,84,818
Ditto exported from ditto		103,16,257
Exports exceed the imports		22,31,439
Treasure imported into Bombay and Surat	Sicca Rupees 4,27,741	
Ditto exported from ditto	37,09,859	
		32,82,118
Balance *against* Bombay and Surat	Sicca Rupees	10,50,679

COMMERCE WITH THE ISLAND OF BOMBAY.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from the Island of Bombay and the adjacent villages, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to the Island of Bombay during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	10,68,570	7,633	10,76,203
1803	9,72,186	8,573	9,80,759
1804	9,99,866	5,70,473	15,70,339
1805	8,57,827	5,58,921	14,16,748
1806	13,58,948	87,376	14,46,324
Total.	52,57,397	12,32,976	64,90,373

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	18,81,969	—	18,81,969
1803	10,27,197	—	10,27,197
1804	12,89,430	—	12,89,430
1805	17,44,923	—	17,44,923
1806	17,28,130	1,700	17,29,830
Total.	76,71,649	1,700	76,73,349

Articles of Import in 1805

Piece Goods	Sicca Rupees	61,842
Quicksilver		83,447
Sugar and sugar candy		99,948
Metals		43,855
Elephants' teeth		55,762
Cochineal		81,347
Beetle-nut		69,421
Beads		15,852
Cardamums		18,780
China ware		10,460
Cocoa nuts		25,489
Glass		7,430
Oil		4,459
Pepper		18,747
Raw silk		17,918
Spices		20,276
Salt		4,765
Tortoise-shell		16,752
Fruits		6,564
Woollens		1,660
Tea		5,066
Hardware		3,648
Naval stores		14,254
Liquors		23,524
Sundries		1,46,561
Treasure		5,58,921
Imports from Bombay	Sicca Rs.	14,16,748

Articles of Export in 1805.

Cotton	Sicca Rupees	9,95,932
Elephants' teeth		21,752
Red lead		15,743
Piece-goods		4,88,146
Vermilion		30,769
Hemp		11,028
Looking glasses		10,792
Camphire		18,100
Coloured silk		10,490
Tin		10,918
Topees, or caps		12,693
Sugar		525
Oils		1,906
Sundries		1,16,129
Exports to Bombay	Sicca Rs.	17,44,923

Merchandise imported into Bombay and Surat from Bombay	Sicca Rupees	52,57,397
Ditto exported from ditto to ditto		76,71,649
Exports exceed the imports		24,14,252
Treasure imported into Bombay and Surat from Bombay	12,32,976	
Ditto exported from ditto to ditto	1,700	
		12,31,276
Balance *in favour* of Bombay and Surat	Sicca Rupees	36,45,528

COMMERCE WITH THE COAST OF COROMANDEL.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from the Coast of Coromandel, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to the Coast of Coromandel during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	1,61,629	6,750	1,68,379
1803	94,838	3,000	97,838
1804	4,18,348	—	4,18,348
1805	1,95,990	—	1,95,990
1806	3,06,018	—	3,06,018
Total.	11,76,823	9,750	11,86,573

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	62,160	—	62,160
1803	70,027	—	70,027
1804	1,98,525	—	1,98,525
1805	55,921	—	55,921
1806	3,70,156	4,400	3,74,556
Total.	7,56,789	4,400	7,61,189

Articles of Import in 1805.

Piece-goods	Sicca Rupees	1,06,995
Benjamin		32,869
Spices		44,827
Wine and liquors		3,197
Sundries		8,102
Imports in 1805	Sicca Rupees	1,95,990

Articles of Export in 1805.

Piece-goods	Sicca Rupees	5,421
Grain		6,000
Cotton		1,725
Horses		10,100
Dates		8,070
Sundries		24,605
Exports in 1805	Sicca Rupees	55,921

Goods imported into Bombay and Surat from the Coast of Coromandel	Sicca Rupees	11,76,823
Ditto exported from ditto to ditto		7,56,789
Imports exceed the exports		4,20,034
Treasure imported into Bombay and Surat from the Coast of Coromandel	9,750	
Ditto exported from ditto to ditto	4,400	
		5,350
Balance *against* Bombay and Surat in five years	Sicca Rupees	4,14,684

COMMERCE WITH THE COASTS OF MALABAR AND CANARA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat, from the Coasts of Malabar and Canara, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to the Coasts of Malabar and Canara during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	11,21,650	50,483	11,72,133
1803	24,01,717	5,600	24,07,317
1804	25,88,644	9,157	25,97,801
1805	17,65,631	67,954	18,33,585
1806	25,19,268	41,987	25,61,255
Total.	103,96,910	1,75,181	105,72,091

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	7,45,832	6,995	7,52,827
1803	7,29,494	47,050	7,76,544
1804	6,47,699	89,043	7,36,742
1805	6,46,514	68,749	7,15,263
1806	5,79,412	4,93,245	10,72,657
Total.	33,48,951	7,05,082	40,54,033

Articles of Import in 1805.

Copra	Sicca Rupees	2,44,274
Cocoa-nuts		2,18,150
Pepper		2,28,562
Sandal wood		2,81,278
Beetle nut		1,35,666
Piece goods		1,04,647
Coir		57,789
Cardamums		75,177
Ghee		53,513
Grain		72,566
Timber and plank		99,137
Arrack		16,009
Candles		15,462
Chili pepper		23,371
Cua		12,164
Sugar and Jaggery		19,677
Seeds		9,648
Sapan wood		6,438
Sandal oil		9,946
Turmeric		21,513
Sundries		60,644
Treasure		67,954
Imports in 1805	Sicca Rupees	18,33,585

Articles of Export in 1805.

Apparel	Sicca Rupees	14,531
Cotton		94,083
Iron		26,788
Piece goods		63,763
Wine		67,671
Horses		88,575
Liquors		42,468
Old brass		17,992
Copper		11,950
Provisions		14,753
Grain		14,516
Glass		8,829
Oil		4,732
Paper		12,836
Quicksilver		2,223
Sugar		23,420
Shawls		12,766
Tea		8,541
Tutenague		7,260
Tin		4,128
Spices		5,344
Woollens		4,562
Drugs		20,583
Sundries		74,200
Treasure		68,749
Exports in 1805	Sicca Rupees	7,15,263

Merchandise imported into Bombay and Surat from Malabar and Canara	Sicca Rs.	103,96,910
Ditto exported from ditto to ditto		33,48,951
Imports exceed the exports		70,47,959
Treasure imported into Bombay and Surat from Malabar and Canara	1,75,181	
Ditto exported from ditto to ditto	7,05,082	
		5,29,901
Balance *against* Bombay and Surat	Sicca Rs.	75,77,860

COMMERCE WITH BENGAL.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Bengal, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to Bengal during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	38,43,206	18,000	38,61,206
1803	47,99,073	12,376	48,11,449
1804	90,25,786	—	90,25,786
1805	68,46,989	—	68,46,989
1806	79,11,627	—	79,11,627
Total.	324,26,681	30,376	324,57,057

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	4,56,791	—	4,56,791
1803	3,06,910	18,450	3,25,360
1804	3,32,806	—	3,32,806
1805	2,82,445	—	2,82,445
1806	3,54,241	5,49,915	9,04,156
Total.	17,33,193	5,68,365	23,01,558

Articles of Import in 1805.

Raw silk	Sicca Rupees	18,92,759
Grain		15,27,806
Books		3,922
Wearing apparel		13,779
Carriages		18,032
Piece goods		14,76,983
Spice		33,514
Sugar		14,08,386
Drugs		43,246
Liquor		1,20,106
Ginger		53,407
Ghee		25,951
Hemp		2,553
Gunnies		1,08,273
Lac		3,860
Indigo		5,871
Sundries		1,08,541
Imports from Bengal	Sicca Rupees	68,46,989

Articles of Export in 1805.

Copper	Sicca Rupees	42,094
Cornelians		2,036
Coral		9,700
Dates		7,600
Drugs		10,065
Lametta		18,075
Tea		45,836
Vermilion		16,886
Beads		8,283
Elephants' teeth		3,371
Kismisses		5,295
Plated ware		3,155
Red and white lead		4,526
Horses		46,000
Piece goods		19,434
Sundries		40,089
Exports to Bengal	Sicca Rupees	2,82,445

Merchandise imported into Bombay and Surat from Bengal	Sicca Rupees	324,26,681
Ditto exported from ditto to ditto		17,33,193
Imports exceed the exports		306,93,488
Treasure imported into Bombay and Surat from Bengal	30,376	
Ditto exported from ditto to ditto	5,68,365	
		5,37,989
Balance *against* Bombay and Surat in five years	Sicca Rupees	312,31,477

REMARKS ON THE COMMERCE WITH BENGAL.

Bengal importing but few trifling articles from Bombay, the exchange is from 8 to 10 per cent. in favour of this presidency. This government draws from 60 to 80 lacs of rupees yearly on Calcutta, Benares, and Lucknow; and from the scarcity of the precious metals, it is more advantageous to the Arabs and Banians to take Company's or other good bills, than to send bullion, which was the case formerly; and the shroffs would not pay so high a premium for bills, if bullion would answer.

Formerly large quantities of cotton used to be sent from Bombay to Bengal; but at present, and for some years past, Bengal has raised sufficient for its consumption.

COMMERCE WITH CEYLON.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from the Island of Ceylon in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	58,155	—	58,155
1803	90,904	—	90,904
1804	89,095	—	89,095
1805	78,504	—	78,504
1806	1,33,686	—	1,33,686
Total.	4,50,344	—	4,50,344

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	40,743	—	40,743
1803	15,673	10,000	25,673
1804	71,646	—	71,646
1805	49,664	—	49,664
1806	72,781	55,000	1,27,781
Total.	2,50,507	65,000	3,15,507

Articles of Import in 1805.

Pepper	Sicca Rupees	1,128
Arrack		73,691
Sundries		3,685
Imports from Ceylon	Sicca Rupees	78,504

Articles of Export in 1805.

Grain	Sicca Rupees	12,815
Metals		2,500
Glass ware		2,137
Horses		12,568
Tea		4,335
Sundries		15,309
Exports to Ceylon	Sicca Rupees	49,664

Merchandise imported into Bombay and Surat from Ceylon	Sicca Rupees	4,50,344
Ditto exported from ditto to ditto		2,50,507
Imports exceed the exports		1,99,837
Treasure imported into Bombay and Surat from Ceylon		65,000
Balance *against* Bombay and Surat	Sicca Rupees	2,64,837

COMMERCE WITH BRITISH ASIA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from various parts of British Asia, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to various parts of British Asia during the same period. The particulars of imports and exports are enumerated under the heads of the respective places.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	146,04,515	4,96,700	151,01,215
1803	149,17,368	47,095	149,64,463
1804	211,43,868	6,02,150	217,46,018
1805	199,10,109	7,22,863	206,32,972
1806	227,76,336	3,35,885	231,12,221
Total.	933,52,196	22,04,693	955,56,889

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	93,32,849	22,73,720	116,06,569
1803	69,49,950	6,90,266	76,40,216
1804	102,25,854	24,01,443	126,27,297
1805	105,48,475	31,97,915	137,46,390
1806	110,91,133	47,49,300	158,40,433
Total.	481,48,261	133,12,644	614,60,905

Merchandise imported into Bombay and Surat from the various parts of British Asia, in the years 1802 to 1806 ..... Sicca Rupees 933,52,196
Ditto exported from ditto 481,48,261

Imports exceed the exports 452,03,935
Treasure imported into Bombay and Surat from British Asia..Sicca Rs. 22,04,693
Ditto exported from ditto 133,12,644

111,07,951

Balance *against* Bombay and Surat ..... Sicca Rupees 563,11,886

COMMERCE WITH THE GULF OF ARABIA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat, from the Gulf of Arabia, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to the Gulf of Arabia during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	1,95,212	22,30,225	24,25,437
1803	2,20,016	14,27,514	16,47,530
1804	3,14,882	36,69,616	39,84,498
1805	2,25,077	23,78,636	26,03,713
1806	2,49,968	20,04,065	22,54,033
Total.	12,05,155	117,10,056	129,15,211

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	17,71,702	——	17,71,702
1803	13,30,928	——	13,30,928
1804	19,16,966	4,500	19,21,466
1805	15,04,362	——	15,04,362
1806	11,94,853	——	11,94,853
Total.	77,18,811	4,500	77,23,311

Articles of Import in 1805.

Myrrh	Sicca Rupees	23,287
Olibanum		41,425
Almonds		1,095
Alkali		3,940
Aloes		3,464
Arsenic		2,140
Acalcara		4,028
Beads		2,477
Cloves		7,208
Coffee		10,787
Grain		4,500
Gum Arabic		8,970
Hiera Cassy		3,658
Kismisses		6,303
Moura		4,901
Nuckla		2,559
Needles		1,200
Sharks' fins		4,625
Senna leaf		7,323
Tortoise shell		6,169
Horses		2,000
Sundries		73,018
Treasure		23,78,636
Imports in 1805	Sicca Rupees	26,03,713

Articles of Export in 1805.

Grain	Sicca Rupees	4,24,972
Piece goods		7,88,911
Sugar		26,380
Iron		40,370
Shawls		20,525
Coloured silk		44,458
Drugs		43,843
Tobacco		11,628
Ginger		7,756
Vermilion		5,524
Pepper		3,560
Lead		17,286
China ware		3,256
Cassia and buds		4,069
Sundries		61,824
Exports in 1805	Sicca Rupees	15,04,362

Merchandise imported into Bombay and Surat from the Arabian Gulf	Sicca Rs.	12,05,155
Ditto exported from ditto to ditto		77,18,811
Exports exceed the imports		65,13,656
Treasure imported into Bombay and Surat from the Gulf	117,10,056	
Ditto exported from ditto to ditto	4,500	
		117,05,556
Balance *in favour* of Bombay and Surat	Sicca Rs.	182,19,212

COMMERCE WITH THE GULF OF PERSIA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat, from the Gulf of Persia, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat, to the Gulf of Persia, during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	6,46,325	12,22,919	18,69,244
1803	9,21,743	14,06,679	23,88,422
1804	11,03,076	11,27,107	22,30,183
1805	10,49,396	18,54,216	29,03,612
1806	11,25,047	22,88,189	34,13,236
Total.	48,45,587	79,59,110	128,04,697

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	16,50,177	——	16,50,177
1803	11,64,684	2,000	11,66,684
1804	13,72,121	——	13,72,121
1805	21,54,319	——	21,54,319
1806	22,60,497	——	22,60,497
Total.	86,01,798	2,000	86,03,798

Articles of Import in 1805.

Dates	Sicca Rupees 1,84,540
Lametta	1,24,869
Hing	71,798
Copper	27,704
Coral	18,027
Galls	17,162
Myrrh	12,791
Benjamin	10,692
Olibanum	11,582
Almonds	14,927
Pepper	11,290
Rose water	8,844
Sharks' fins	47,136
Elephants' teeth	14,421
Horses	4,00,200
Sundries	73,410
Treasure	18,54,216
Imports in 1805	Sicca Rupees 29,03,612

Articles of Export in 1805.

Piece-goods	Sicca Rupees 11,68,155
Sugar	3,82,827
Grain	1,16,024
China-ware	31,443
Cotton yarn and thread	49,224
Indigo	15,100
Lead	13,212
Sapan wood	24,690
Agala wood	20,415
Drugs	70,861
Spices	36,825
Pepper	32,871
Cotton	9,570
Coffee	2,625
Cutlery	9,200
Lac	6,402
Paper	2,419
Quicksilver	3,950
Raw silk	6,228
Shawls	3,868
Seeds	3,460
Tutenague	6,400
Tobacco	6,223
Tin	31,363
Iron	49,807
Beads	7,230
Cochineal	5,663
Jingelly Oil	4,363
Steel	5,455
Sundries	28,437
Exports in 1805	Sicca Rupees 21,54,319

Merchandise imported into Bombay and Surat from the Gulf....Sicca Rupees 48,45,587
Ditto exported from ditto to ditto 86,01,798

Exports exceed the imports 37,56,211
Treasure imported into Bombay and Surat from the Persian Gulf 79,59,110
Ditto exported from ditto to ditto 2,000
79,57,110

Balance *in favour* of Bombay and Surat.....Sicca Rupees 117,13,321

COMMERCE WITH CUTCH AND SCINDY.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Cutch and Scindy in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to Cutch and Scindy during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	12,60,717	24,733	12,85,450
1803	13,99,436	16,686	14,16,122
1804	29,68,155	27,975	29,96,130
1805	26,46,191	——	26,46,191
1806	27,63,645	6,834	27,70,479
Total.	110,38,144	76,228	111,14,372

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	9,73,894	2,28,003	12,01,897
1803	7,84,418	58,084	8,42,502
1804	12,83,661	3,75,038	16,58,699
1805	14,37,568	2,50,371	16,87,939
1806	16,74,495	1,93,405	18,67,900
Total.	61,54,036	11,04,901	72,58,937

Articles of Import in 1805.

Cotton	Sicca Rupees	15,85,520
Ghee		4,40,709
Grain		2,67,644
Oil		45,477
Piece-goods		54,798
Seeds		59,853
Kismisses		29,791
Indigo		12,476
Sharks' fins		8,609
Shawls		11,356
Drugs		32,655
Sundries		97,303
Imports in 1805	Sicca Rupees	26,46,191

Articles of Export in 1805.

Piece-goods	Sicca Rupees	1,17,917
Pepper		1,19,723
Raw silk		1,29,395
Sugar and Jaggery		5,45,999
Beetle-nut		38,218
Copper		80,037
Cochineal		18,231
Cocoa nuts		48,355
Coir		30,092
Cardamums		15,098
Drugs		47,431
Grain		54,143
Iron		24,302
Steel		23,518
Sapan wood		11,554
Tutenague		16,636
Tin		19,365
Spices		15,914
Sundries		81,640
Treasure		2,50,371
Exports in 1805	Sicca Rupees	16,87,939

Value of imports into Bombay and Surat from Cutch and Scindy	Sicca Rupees	110,38,144
Ditto of exports from ditto to ditto		61,54,036
Imports exceed the exports		48,84,108
Treasure imported into Bombay and Surat from Cutch and Scindy	76,228	
Ditto exported from ditto to ditto	11,04,901	
		10,28,673
Balance *against* Bombay and Surat, in five years	Sicca Rupees	59,12,781

COMMERCE WITH BASSEIN AND ADJACENT VILLAGES.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Bassein and the adjacent villages in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to Bassein during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	2,47,791	900	2,48,691
1803	5,23,291	15,734	5,39,025
1804	5,89,462	—	5,89,462
1805	4,44,611	1,331	4,45,942
1806	4,73,004	1,756	4,74,760
Total.	22,78,159	19,721	22,97,880

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	2,63,214	2,800	2,66,014
1803	4,49,686	15,525	4,65,211
1804	4,88,255	9,100	4,97,355
1805	4,24,898	—	4,24,898
1806	4,97,806	5,910	5,03,716
Total.	21,23,859	33,335	21,57,194

Articles of Import in 1805.

Piece goods	1,23,563
Grain	43,316
Iron	38,269
Sugar	31,553
Cocoa nuts	30,399
Copra	29,359
Beetle-nut	11,161
Dates	16,590
Pepper	9,424
Turmeric	6,730
Treasure	1,331
Sundries	1,04,247
Imports in 1805 ..... Sicca Rupees	4,45,942

Articles of Export in 1805.

Grain ..... Sicca Rupees	1,68,028
Ivory ware	78,958
Oil	43,342
Timber and plank	30,430
Hemp	23,549
Piece-goods	11,337
Beetle-nut	25,052
Sundries	44,202
Exports in 1805 ..... Sicca Rupees	4,24,898

Merchandise imported into Bombay and Surat from Bassein ..... Sicca Rupees		21,23,859
Ditto exported from ditto to ditto		22,78,159
Imports exceed the exports		1,54,300
Treasure imported into Bombay and Surat from Bassein	33,335	
Ditto exported from ditto to ditto	19,721	
		13,614
Balance *in favour* of Bombay and Surat in five years ..... Sicca Rupees		1,67,914

COMMERCE WITH GOA AND THE COAST OF CONCAN.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Goa and the Coast of Concan in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to Goa and the Coast of Concan during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	11,08,580	4,56,349	15,64,929
1803	9,21,057	3,38,976	12,60,033
1804	7,24,960	9,56,680	16,81,640
1805	10,94,284	3,20,594	14,14,878
1806	16,12,233	4,36,064	20,48,297
Total.	54,61,114	25,08,663	79,69,777

EXPORTS FROM BOMBAY AND SURAT.

Years	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	14,77,125	34,688	15,11,813
1803	45,26,838	13,71,722	58,98,560
1804	62,17,020	14,71,119	76,88,139
1805	35,08,781	5,22,978	40,31,759
1806	34,56,616	2,24,519	36,81,135
Total.	191,86,380	36,25,026	228,11,406

Articles of Import in 1805.

Grain	Sicca Rupees	3,85,452
Piece-goods		2,87,362
Beetle-nut		91,327
Hemp		93,542
Old brass		38,609
Cocoa-nuts		12,629
Copper ware		9,196
Cotton yarn		11,560
Galls		8,968
Jaggery		8,483
Kismisses		19,383
Seeds		9,183
Sandal wood		24,581
Turmeric		28,944
Wine		16,020
Sundries		49,047
Treasure		3,20,594
Imports in 1805	Sicca Rs.	14,14,878

Articles of Export in 1805.

Piece-goods	Sicca Rupees	5,67,875
Raw silk		6,91,780
Grain		5,19,871
Sugar		2,60,257
Woollens		1,34,689
Hing		1,00,105
Drugs		1,54,041
Apparel		25,975
Cotton		47,304
Copra		42,295
Dates		65,338
Iron		10,051
Seeds		78,372
Wine		78,392
Vermilion		31,219
Spices		83,824
Liquors		48,341
Cochineal		19,196
Glass		27,945
Maniary		34,041
Oil		19,097
Paper		11,215
Pepper		15,850
Red and white lead		24,834
Shawls		17,240
Tutenague		14,460
Tin		25,838
Horses		55,725
Beetle-nut		20,694
Provisions		14,753
Kismisses		14,803
Lametta		20,720
Sundries		2,32,641
Treasure		5,22,978
Exports in 1805	Sicca Rupees	40,31,759

Value of goods imported into Bombay and Surat in five years	Sicca Rs.	54,61,114
Ditto exported from ditto to ditto		191,86,380
Exports exceed the imports		137,25,266
Amount of treasure imported into Bombay and Surat	25,08,663	
Ditto exported from ditto	36,25,026	
		11,16,363
Balance *in favour* of Bombay and Surat during the above period	Sicca Rs.	126,08,903

COMMERCE WITH PULO PINANG, &c.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Pulo Pinang and places to the eastward, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to the above places during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	6,19,601	34,711	6,54,312
1803	4,34,893	1,11,538	5,46,431
1804	7,09,430	64,405	7,73,835
1805	2,93,890	1,24,040	4,17,930
1806	3,69,656	1,93,831	5,63,487
Total.	24,27,470	5,28,525	29,55,995

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	4,17,140	1,48,127	5,65,267
1803	1,62,448	2,734	1,65,182
1804	1,91,809	—	1,91,809
1805	1,19,931	—	1,19,931
1806	3,72,881	—	3,72,881
Total.	12,64,209	2,08,261	14,72,470

Articles of Import in 1805.

Piece-goods	Sicca Rupees	511
Benjamin		28,047
Beetle nut		1,400
Pepper		42,447
Rattans		325
Spices		38,108
Metals		71,069
Agala wood		30,252
Sapan wood		3,942
Cubebs		6,240
China ware		137
Liquors		3,147
Sugar		31,571
Elephants' teeth		26,216
Sundries		10,478
Treasure		1,24,040
Imports in 1805	Sicca Rupees	4,17,930

Articles of Export in 1805.

Piece-goods	Sicca Rupees	9,566
Cotton		92,230
Sandal wood		7,200
Drugs		2,115
Wine		740
Iron		7,980
Sundries		100
Exports in 1805	Sicca Rs.	1,19,931

Merchandise imported into Bombay and Surat from Pulo Pinang, &c.	Sicca Rupees	24,27,470
Ditto exported from ditto to ditto		12,64,209
Imports exceed the exports		11,63,261
Treasure imported into Bombay and Surat during the above period	5,28,525	
Ditto exported from ditto	2,08,261	
		3,20,264
Balance *against* Bombay and Surat	Sicca Rupees	8,42,997

COMMERCE WITH PEGU.

The commerce carried on between this settlement and Pegu is but small. In the years 1802 to 1806 inclusive, only one ship arrived from Pegu. The following is an account of the merchandise and treasure imported and exported.

Merchandise imported into Bombay and Surat from Pegu	Sicca Rupees	9,700
Ditto exported from ditto to ditto		7,976
Imports exceeded the exports		1,724
Treasure exported from Bombay and Surat to Pegu		2,250
Balance *against* Bombay and Surat	Sicca Rupees	3,974

COMMERCE WITH BATAVIA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Batavia in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to Batavia during the same period.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	4,00,511	3,075	4,03,586
1803	4,95,337	25,756	5,21,093
1804	—	—	—
1805	—	—	—
1806	—	—	—
Total.	8,95,848	28,831	9,24,679

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	70,482	—	70,482
1803	—	—	—
1804	—	—	—
1805	—	—	—
1806	—	—	—
Total.	70,482	—	70,482

Merchandise imported into Bombay and Surat from Batavia	Sicca Rupees	8,95,848
Ditto exported from ditto to ditto		70,482
Imports exceed the exports		8,25,366
Treasure imported into Bombay and Surat from Batavia		28,831
Balance *against* Bombay and Surat in five years	Sicca Rupees	7,96,535

The Bombay market used to receive great part of its supplies of sugar from Batavia, which were paid for in specie; and the procuring a cargo of sugar was considered a favour conferred by the officers of Government at Batavia on the Bombay merchant; but of late years Bengal sugars have taken the lead, and the Mahrattas, who are the great consumers of the sugar imported into Bombay, are said to give a preference to the Bengal sugar, if it can be obtained at or near the same price.

The other articles of import from Batavia are arrack, cloves, mace, nutmegs, &c.

COMMERCE WITH CHINA.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from China in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to China during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	40,18,265	6,03,954	46,22,219
1803	11,29,407	1,09,626	12,39,033
1804	48,41,274	42,60,000	91,01,274
1805	25,05,966	60,06,113	85,12,079
1806	37,68,859	25,96,101	63,65,050
Total.	162,63,771	135,75,884	298,39,655

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	65,81,492	9,000	65,90,492
1803	45,00,290	——	45,00,290
1804	86,77,301	——	86,77,301
1805	72,01,346	——	72,01,346
1806	77,61,228	47,349	78,08,577
Total.	347,21,657	56,349	347,78,006

Articles of Import in 1805.

Alum	Sicca Rupees	24,857
Beads		8,594
Camphire		1,86,193
Piece-goods		4,63,605
Brandy and other liquors		33,023
Tutenague		1,03,271
Tea		46,554
Vermilion		59,226
China-ware		1,01,223
Lackered ware		1,480
Raw silk		2,07,743
Sugar and sugar candy		8,85,518
Spices		55,211
Cassia and cassia buds		51,190
Stationery		4,133
Nutmegs		45,256
Red and white lead		30,698
Furniture		11,579
Drugs		25,272
Cochineal		25,261
Cordage		12,250
Fire-works		12,770
Plate and plated ware		14,866
Sapan wood		19,269
Provisions		6,233
Sundries		70,691
Treasure		60,06,113
Imports in 1805	Sicca Rupees	85,12,079

Articles of Export in 1805.

Cotton	Sicca Rupees	64,73,639
Sandal wood		2,67,810
Myrrh		23,370
Olibanum		22,707
Cornelians		73,321
Elephants' teeth		26,534
Putchock		54,313
Sharks' fins		2,44,755
Sundries		23,370
Exports in 1805	Sicca Rupees	72,01,346

Merchandise imported into Bombay and Surat from China	Sicca Rupees	162,63,771
Ditto exported from ditto to ditto		347,21,657
Exports exceed the imports		184,57,886
Treasure imported into Bombay and Surat from China	135,75,884	
Ditto exported from ditto to ditto	56,349	
		135,19,535
Balance *in favour* of Bombay and Surat	Sicca Rupees	319,77,421

REMARKS ON THE COMMERCE WITH CHINA.

This is the most valuable branch of the commerce of Bombay. The staple article is cotton wool; the remainder consists of sandal wood, sharks' fins, and a few other articles, the produce of Malabar, and the western side of India. Within these few years the merchants at Bengal and Madras have become competitors in the China market in the article of cotton, and which, from its being of a superior quality, or rather from its being cleaner, has fetched higher prices at Canton than that from Bombay. This competition therefore threatens to affect the trade of Bombay in a very material degree, unless the same precautions are taken in cleaning the cotton produced on this side of India, as have been practised at Bengal and Madras.

The East India Company have within these few years become participators in the trade from Bombay to China, since which period the article of cotton wool has nearly doubled in price. They reserve to themselves two thirds of the chartered tonnage of their ships destined from Bombay to China; and in the event of their not occupying it, it is disposed of by open competition: and if the commanders and officers of the ships offer a rate of freight equal to the highest bidder, the preference is given to them, on condition that the freight, together with the proceeds of the goods, shall be paid into the Canton treasury, for the latter of which bills are granted on England at the current rate of exchange.

The commanders of the Bombay and China ships frequently dispose of their tonnage to the merchants at a stipulated rate of freight for each particular commodity, and advance their money on respondentia on the goods, at a premium of 10 per cent. the rate of exchange being 316 Bombay rupees per 100 Spanish dollars, payable 30 days after the ship's arrival at Whampoa.

The Company's regulations relative to their proportion of the tonnage from Bombay to China are inserted hereafter.

The export of cotton from Bombay to China has in some seasons amounted to 80,000 bales, each half a candy, or about 375lbs. making in the whole 30 millions of pounds.

The Company's ships, of which there are generally four or five destined to Bombay and China, carry a part; the remainder is taken in country ships belonging to the European and native merchants. From the excellent manner in which it is packed, the largest class of the Company's ships will take upwards of four thousand bales, and still retain room for a few articles which they collect in the Straits of Malacca.

The cotton trade from this side of India to China is but of recent date. It commenced about 35 years ago. A considerable famine which happened about that period, induced the Chinese Government to direct, by an imperial edict, that a greater proportion of the lands should be thrown into the cultivation of grain, to prevent the like calamity in future. The circumstance gave rise to this branch of commerce, which increased progressively till the commencement of the late war. The scanty supply during that period, the inattention to the quality, and the many frauds that had been practised, prompted the Chinese to again increase the growth of this commodity within themselves, which has made it rather a precarious trade.

The demand for China articles at Bombay amounts to about 30 lacs of rupees per annum; and the specie thrown in by this commerce, aids the circulation at Bombay very considerably, amounting on an average of five years, 1802 to 1806, to Sicca Rupees 27,03,907 per annum.

Sugar and sugar candy form one of the most material articles of import from China. To throw this branch of trade more within the British dominions, the Government a few years since took off the duties on Bengal sugar, which is now more in demand.

COMMERCE WITH CASHMERE, &c.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from Cashmere, Punjab, Deccan, Khandeish, &c. in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	1,54,203	——	1,54,203
1803	1,41,424	——	1,41,424
1804	1,13,852	——	1,13,852
1805	1,41,757	——	1,41,757
1806	1,55,045	——	1,55,045
Total.	7,06,281	——	7,06,281

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total Sicca Rupees.
1802	56,126	——	56,126
1803	62,506	——	62,506
1804	63,167	——	63,167
1805	1,10,148	——	1,10,148
1806	99,323	——	99,323
Total.	3,91,270	——	3,91,270

Articles of Import in 1805.

Cowries	Sicca Rupees	86,976
Piece goods		20,437
Shawls		21,816
Sundries		12,528
Imports in 1805	Sicca Rupees	1,41,757

Articles of Export in 1805.

Piece-goods	Sicca Rupees	69,020
Sundries		41,128
Exports in 1805	Sicca Rupees.	1,10,148

Merchandise imported into Bombay from Cashmere, &c.	Sicca Rupees	7,06,281
Ditto exported from ditto to ditto		3,91,270
Imports exceed the exports, being a balance *against* Bombay	Sicca Rupees	3,15,911

COMMERCE WITH VARIOUS PLACES.

The following is a statement of the merchandise and treasure imported into Bombay and Surat from various places, comprising the Maldive and Laccadive Islands, Mosambique and East Coast of Africa, New South Wales, Cape of Good Hope, St. Helena, &c. in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to the above places during the same period.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	2,72,586	71,300	3,43,886
1803	3,05,823	32,353	3,38,176
1804	2,64,293	35,761	3,00,054
1805	3,21,569	15,203	3,36,772
1806	3,60,677	81,403	4,42,080
Total.	15,24,948	2,36,020	17,60,968

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	2,40,701	——	2,40,701
1803	1,38,426	——	1,38,426
1804	1,68,941	10,542	1,79,483
1805	3,00,534	——	3,00,534
1806	2,66,809	——	2,66,809
Total.	11,15,411	10,542	11,25,953

Merchandise imported into Bombay and Surat from the above places in the years 1802 to 1806 inclusive	Sicca Rupees		15,24,948
Ditto exported from ditto to ditto			11,15,411
Imports exceed the exports			4,09,537
Treasure imported into Bombay and Surat from the above places		2,36,020	
Ditto exported from ditto		10,542	
			2,25,478
Balance *against* Bombay and Surat	Sicca Rupees		1,84,059

COMMERCE WITH FOREIGN ASIA, &c.

The following is a statement of the merchandise and treasure imported into Bombay and Surat, exclusive of the Company's, from the various parts of Foreign Asia, &c. in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Bombay and Surat to the various parts of Foreign Asia, &c. during the same period. The articles of which the imports and exports consisted, are enumerated under the heads of the respective places.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	89,39,214	46,50,066	135,89,280
1803	64,18,822	35,44,653	99,63,475
1804	115,28,177	101,50,644	216,78,821
1805	87,03,028	106,98,802	194,01,830
1806	109,12,636	76,12,487	185,25,123
Total	465,01,877	366,56,652	831,58,529

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	134,86,630	4,20,718	139,07,348
1803	131,93,829	14,50,274	146,44,103
1804	204,80,448	18,61,199	223,41,647
1805	167,89,576	7,76,930	175,66,506
1806	175,59,706	5,24,429	180,84,135
Total.	815,10,189	50,33,550	865,43,739

Merchandise imported into Bombay and Surat from Foreign Asia, Africa, &c. Sicca Rs.		465,01,877
Ditto exported from ditto to ditto		815,10,189
Exports exceed the imports		350,08,312
Treasure imported from the above places	366,56,652	
Ditto exported from ditto to ditto	50,33,550	
		316,23,102
Balance *in favour* of Bombay and Surat Sicca Rs.		666,31,414

RECAPITULATION OF COMMERCE TO ALL PARTS OF THE WORLD.

The following is a statement of the merchandise and treasure imported into Bombay and Surat, exclusive of the Company's, from all parts, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Bombay and Surat to all parts during the same period; together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	251,57,039	56,29,459	307,86,498
1803	225,87,221	41,16,427	267,03,648
1804	342,89,047	118,71,756	461,60,803
1805	303,54,604	128,56,580	432,11,184
1806	362,23,982	92,07,428	454,31,410
Total.	1486,11,893	436,81,650	1922,93,543

EXPORTS FROM BOMBAY AND SURAT.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	239,33,011	26,94,438	266,27,449
1803	213,51,693	21,40,540	234,92,233
1804	319,87,212	42,62,642	362,49,854
1805	288,01,836	39,74,845	327,76,681
1806	300,53,261	52,73,729	353,26,990
Total.	1361,27,013	183,46,194	1544,73,207

Articles of Import in 1805.

Apparel, boots, shoes &c.	Sicca Rupees	1,32,398
Books and stationery		1,07,743
Beetle and leaf		3,02,323
Beads		51,083
Carriages		24,248
Cutlery		60,067
Cochineal		1,88,683
Coir and coir cables		71,184
Copra		2,48,537
Cornelians		62,231
Coral		22,223
China ware		1,21,676
Cowries		6,159
Cocoa nuts and shells		2,63,942
Cotton		73,08,803
Cotton yarn		91,807
Drugs and dyes		11,89,658
Dates		2,00,857
Eatables, provisions, &c.		1,67,513
Furniture		13,069
Elephants' teeth		3,75,483
Glass and looking glasses		74,472
Gums		16,978
Grain		34,23,960
Gunnies		1,09,545
Ghee		6,51,689
Haberdashery		16,202
Hosiery		5,267
Hemp		1,64,000
Horses		4,64,550
Ironmongery		30,061
Liquors		8,65,092
Lametta		1,25,089
Metals		4,47,619
Naval stores		2,30,242
Oilman's stores		2,90,827
Piece-goods		48,99,445
Pepper		3,03,210
Perfumery		10,645
Plate and plated ware		8,149
Quicksilver		83,447
Raw silk		21,30,737
Saddlery		33,665
Shawls		1,08,014
Spices		3,08,578
Seeds		2,60,345
Sugar candy and jaggery		25,34,619
Sandal wood		3,05,859
Timber and planks		1,29,567
Tutenague		1,07,956
Tea		51,861
Vermilion		73,410
Woollens		7,045
Various small articles		10,72,772
Treasure		128,56,580
Imports in 1805	Sicca Rupees	432,11,184

Articles of Export in 1805.

Piece-goods	Sicca Rupees	52,99,334
Sugar and jaggery		27,39,322
Raw silk		22,55,506
Grain		13,15,101
Cotton		85,67,334
Seeds		1,13,096
Gunnies and canvas		1,02,866
Wearing apparel		59,319
Bangle ivory		71,565
Carriages		3,100
Cocoa-nuts		3,95,938
Cotton yarn and thread		58,202
Cardamums		75,341
Copra		1,64,208
Drugs and dyes		10,65,711
Dates		2,44,452
Elephants' teeth		3,06,993
Horses		2,38,625
Lametta		79,270
Pepper		4,38,834
Sandal and Sapan wood		3,79,218
Spices		3,20,364
Sharks' fins		2,44,755
Cochineal		2,97,939
Cornelians		81,015
China ware		82,334
Glass ware		87,759
Liquors		4,18,314
Metals		11,33,703
Quicksilver		1,15,895
Shawls		73,177
Tea		85,685
Tutenague		85,381
Vermilion		1,42,518
Woollens		3,45,299
Sundry small articles		13,14,063
Treasure		39,74,845
Exports in 1805	Sicca Rupees	327,76,681

Value of goods imported into Bombay and Surat from all parts of the world, in five years, 1802 to 1806 inclusive	Sicca Rupees	1486,11,893
Ditto exported from ditto to ditto		1361,27,013
Imports exceed the exports		124,84,880
Amount of treasure imported into Bombay and Surat	436,81,650	
Ditto exported from ditto	183,46,193	
		253,35,456
Balance *in favour* of Bombay and Surat during the above period	Sicca Rs.	128,50,576

PRICE CURRENT OF INDIA AND CHINA GOODS.

Species of Goods.	From whence imported.	How sold.	Rupees.
Almonds	Persia	Per maund of 44 seers	5 to 7
Arrack	Batavia	Per gallon	1 to 2
	Columbo	Ditto	1 to 2
Bees wax	Sumatra	Per cwt.	50 to 60
Beetle nut	White	Per Surat candy of 21 maunds	50 to 65
	Red	Ditto	55 to 70
Benjamin, 3d sort	Sumatra	Per Surat maund of 40 seers	14 to 18
Brimstone	Persia	Per Surat candy of 22 maunds	40 to 50
Cotton	Surat, &c.	Per Surat candy	140 to 180
Cocoa nut oil	Malabar	Per Bombay maund	3½ to 5
Cardamums	1st sort	Per Surat maund of 42 seers	85 to 100
	2d	Ditto	67 to 80
	3d	Ditto	50 to 65
Coir	Laccadive	Per candy of 21 Bombay maunds	80 to 100
Copra, new	Malabar	Per candy of 4 robins	30 to 40
Cocoa nuts, wet	Ditto	Per 1000 of 1250	25 to 35
Ditto, dry	Ditto	Ditto	23 to 28
Camphire	China	Per Surat maund of 42 seers	65 to 80
Cinnamon	Ceylon	Per lb.	3 to 1½
Cloves	Batavia	Per Surat maund of 42 seers	86 to 100
Cassia	China	Per cwt.	30 to 40
Coffee	Mocha	Per Surat maund of 44 seers	15 to 20
Dammer	Malacca	Per Surat candy of 22 maunds	70 to 80
Dates, dry	Persia	Ditto	35 to 40
Ditto, wet	Ditto	Ditto	20 to 25
Elephants' teeth	Mosambique	Per Surat maund	70 to 100
Gunnies	Bengal	Per 100	25 to 30
Ghee	Caranchy	Per Surat maund of 40 seers	5 to 6½
	Bengal	Ditto	5 to 6
	Bowaghur	Ditto	5 to 5½
Grain	Surat	Per candy of 8 parahs	23 to 26
	Bengal	Ditto	20 to 25
Hing	Persia	Per Surat maund of 40 seers	65 to 70
Jingelly	Surat	Per Bombay maund	3 to 4
Kismisses	Persia	Per Surat maund of 44 seers	6 to 7
Mace	Batavia	Per lb.	6 to 8
Myrrh	Mocha	Per cwt.	80 to 100
Musk	China	Per oz. troy	5 to 7
Nankeens	Ditto	Per corge of 20 pieces	40 to 45
Nutmegs	Batavia	Per lb.	4½ to 6½
Olibanum	Persia	Per cwt.	8 to 12

PRICE CURRENT OF INDIA AND CHINA GOODS CONTINUED.

Species of Goods.	From whence imported	How sold.	Rupees.
Paddy	Surat	Per morah	30 to 40
Pearl shells	Persia	Per cwt.	40 to 60
Pepper	Tellicherry, heavy	Per candy of 4 robins	170 to 180
	Ditto, light	Per ditto of 20 parahs	160 to 170
	Eastern, heavy	Ditto of 21 maunds	150 to 160
	Ditto light	Ditto	140 to 150
Putchock	Surat	Per candy	60 to 80
Quicksilver	Europe	Per Surat maund	60 to 80
Rice	Unboiled, 1st sort	Per bag	6 to 8
	Moongey	Ditto	5 to 7
	Roddy	Ditto	4 to 5
	Bengal	Ditto	3 to 5
Sugar	Bengal 1st sort	Per bag	15 to 25
	Ditto 2d	Ditto	14 to 18
	Batuvia	Per maund of 41¼ seers	4 to 5
	China in chests	Ditto	3 to 4¼
	Ditto in dupotas	Ditto	3 to 4
Sugar candy	1st sort	Per Surat maund of 43¼ seers	7 to 8
	2d ditto	Ditto	6 to 7
	3d ditto	Ditto	5¼ to 6
Silk raw, China	1st sort	Per Pucca seer	10 to 12
	2d ditto	Ditto	9 to 10
	3d ditto	Ditto	8 to 9
Saltpetre	Bengal	Per bag	15 to 20
Sandal wood	1st sort	Per candy of 21 Bombay maunds	180 to 225
	2d ditto	Ditto	160 to 180
	3d ditto	Ditto	150 to 160
Sago	Pulo Pinang	Per maund	3 to 5
Sharks' fins	Malabar	Per cwt.	20 to 25
Teas	Hyson	Per lb.	3 to 4
	Souchong	Ditto	2 to 3
Timber, Calicut	1st sort	Per covit	24 to 30
	2d ditto	Ditto	20 to 24
	3d ditto	Ditto	18 to 20
	Planks	Per 100 guz	45 to 55
Tin	In large slabs	Per maund of 40 seers	10 to 13
	In small ditto	Ditto	10 to 14
Tutenague	China	Per Surat maund	8 to 10
Vermilion	China	Per bundle	2 to 2¼
Wheat	Jumbaseer	Per candy of 8 parahs	17 to 20
Wood Oil	Pegu	Per Bombay maund	2 to 3

RATES OF EXCHANGE.

On Bengal 30 days' sight 108 to 110 Bombay per 100 Sicca Rupees.
On Madras 30 ditto 340 to 360 Bombay Rupees per 100 Star Pagodas.
On Surat 8 ditto 105 to 110 Bombay per 100 Surat Rupees.
On China 30 ditto 216 Bombay Rupees per 100 Spanish Dollars.

IMPORT DUTIES.

Goods imported from Bengal will be exempted from duty, on producing the usual certificates, agreeably to the Government advertisement of May 1st, 1795. But if they are not accompanied by the required certificates, they are to be assessed at an advance of 15 per cent. and charged with duties as on other goods.

Certificates of duties having been paid from Madras, Malabar, or Surat, admitted in exemption of duties here, provided they are produced in the time prescribed.

Certificates from Ceylon not admitted here, nor from Prince of Wales's Island.

Arrack, the manufacture of Bencoolen, exempted from duties.

No slaves permitted to be imported.

Grain of all kinds may be imported free of duties.

All other merchandise imported, to pay a duty of two and half per cent. on the manifest prices, and an established advance thereon, regulated as follows; from which advance the cargoes of ships imported from England are to be exempted, *viz.*

Cargoes by foreign ships, Americans excepted, from whatever place imported, an advance of 60 per cent.

On British ships, or ships navigated under the colours of the native Princes of India. *viz.*

From the Coromandel Coast	15 per cent.
From China	20 ditto.
From Mocha, agreeably to the amount sales on oath.	
From Malabar (without the province) Guzzerat, Scindy, Cambay, Gaunt, and Pegu	10 ditto.
From Goa, if the produce of Europe	60 ditto.
From the two Gulfs, if the produce of Europe	60 ditto.
If not the produce of Europe	15 ditto.
Timber and plank, subject to the same duty as other goods from Bussorah, Mocha, Judda, &c. ports in the Gulf of Persia and Arabia, the Coast of Africa, and Malacca	15 ditto.
From the Cape of Good Hope	30 ditto.
From Batavia (arrack excepted)	25 ditto.

Batavia arrack to be assessed at 55 Rupees the leager, but no leakage or ullage allowed.

Goods landed expressly for exportation, or transshipped in the harbour, to pay the same import duty as other goods, and no drawback to be allowed.

All goods, though imported for private use, are to pay duties. Nothing but wearing apparel to pass duty free. And all baggage to be inspected at the Custom-house.

All goods or packages of every description, timber excepted, to be landed and inspected either at the Bunder Custom-house within the Fort, or at Muzjid Bunder without, but at no other landing place.

N. B. The Custom-house is open for the transaction of business every day, Sundays excepted, from nine o'clock in the morning until five in the evening.

Additional Duty.—An additional duty of one per cent. on account of the Honourable Company's marine, is also levied on all goods imported on the same principle, and under the same regulations as the old established duties.

Town Duties.—Cotton imported in bales or docras, to pay one rupee per Surat candy, without any drawback on re-exportation. The other town duties have been abolished by Government from May 1, 1806.

EXPORT DUTIES.

I. No goods to be exported to the Cape of Good Hope, without permission of Government.
II. The exportation of liquors of all kinds to New South Wales strictly prohibited.
III. All export duties withdrawn.
IV. No salt permitted to be exported to Calcutta.
V. No other opium than Bengal, permitted to be imported or exported.
VI. All opium prohibited to be exported to China.
N. B. Manifests of export cargoes required.

CUSTOM HOUSE REGULATIONS.

To Captain *of the Honourable Company's Ship*

Sir, I have it in command from the Honourable the Governor in Council to direct that after twenty-four hours of your arrival in the harbour, and previous to any private trade being permitted to be landed from your ship, you will please deliver in a general manifest, and that yourself and officers attend one of His Majesty's Justices of the Peace, with a particular account of the whole of your respective investments, before whom yourself and they will make affidavit in the following form, and then deliver into my office. And if any goods not manifested are landed, they will be liable to confiscation. I am, Sir, &c.

Bombay Custom House, *Custom Master.*

Manifest of the whole of my Investment on Board the Ship

Marks.	Number.	Packages.	Weight or Quantity.	Description.	When shipped.	Consigned to	Prime cost.

FORM OF AFFIDAVIT.

I commander, or chief officer, &c. make oath and say, that the annexed copy of my investment exhibits a true and faithful statement of the whole thereof, and that the sums written opposite to the several articles, are the true and just prime cost thereof.

Sworn to this day, before me,

N. B. It is particularly desired that the commander will be pleased to communicate the above information to the officers, and others having private trade on board the ship under his command, in order that they may not plead ignorance of the regulations of the port; and it is also particularly required that not any private trade be disposed of on board ship, but that the same be duly and regularly entered at the custom-house, and the Company's duties paid, otherwise such articles as have been disposed of in this manner, will be seized on being landed.

List of such Articles of Commerce as are permitted to be landed at the Government Custom House at the Bunder in Bombay, or at Muzjid Bunder, at the Option of the Proprietors, from and after the 8th of October, 1803.

Agates, cornelians, &c. Cambay stones.
Agala wood.
Alum from China.
Almonds.
Ambergris.
Anchors and grapnels.
Aloes.
Arrack, Columbo, Batavia, and Bencoolen.
Arsenic.
Assafœtida.
Bdellium.
Beads and pearls, false.
Beer of sorts.
Beetle nut.
Bird shot.
Books.
Blue stone.
Borax.
Brandy.
Brass and copper ware.
Brass leaf.
Candles.
Canvas.
Cardamums.
Carriages.
Cassia and Cassia buds.
Carpets of sorts.
Catgut.
Cautch (Terra Japonica.)
China root.
China ware.
Chocolate.
Cinnamon.
Cloves.
Clocks and watches.
Cochineal.
Coculus Indicus.
Coffee.
Columbo root.
Copper and copper nails.
Coral.
Cordage, Europe, and coir.
Cordials.
Corks.
Cotton (in packed bales).
Cotton screws.
Cot lace.
Cow, bezoar.
Cubebs.
Cutlery
Drugs of every description.
Earthen-ware.
Eatables of all sorts.
Elephants' teeth.
Empty bottles.
Essence of Spruce.
Floor cloths.
Furniture.
Galls of every description.
Galangal.
Garden seeds.
Gin.
Ginger, dry.
Glass beads.
Glass ware.
Gold and silver lace.
Grain of all sorts.
Grocery.
Gum Ammoniacum.
Gum Arabic.
Gunpowder (to the arsenal only).
Gunnies.
Hardware of all sorts.
Hing.
Honey.
Japanned ware.
Jewellery.
Indigo.
Iron.
Iron hoops.
Ironmongery.
Iron nails.
Ivory works.
Kismisses.
Lead.
Leather, Europe pump.
Leather, Persia.
Liquors.
Liquorice root.
Loemits.
Looking glasses.
Long pepper.
Mace.
Maneyary.
Manna.
Mathematical instruments.
Medicines.
Millinery.
Musk.
Muskets and bayonets, and fire arms, at Bombay bunder only.
Myrrh.
Needles.
Nuckla.
Nutmegs.
Nux vomica.
Old copper.
Old iron.
Opium, Bengal only.
Ordnance, brass or iron, at Bombay bunder only.
Orsidue.
Paint of all sorts.
Paper.
Patch leaf.
Pearls and jewels, at Bombay bunder, only.
Perfumery.
Pepper.
Piece-goods of all sorts.
Pimplemool.
Pistachio nuts.
Plate and plated ware.
Preserves of sorts.
Prints.
Putchock.
Quicksilver.

Raw silk.
Red and white lead.
Rhinoceros' horns.
Rhubarb.
Rose water.
Rum.
Saddlery
Saffron.
Sal Ammoniac.
Salt provisions.
Saltpetre.
Sandal wood.
Sapan wood.
Seeds of all sorts.
Senna leaf.
Shawls.
Ship chandlery.
Shot.
Silk works.
Spars.
Stationery.
Steel.
Stones, paving and grinding.
Sugar of sorts.
Sweetmeats.
Summer heads.
Toys.
Treasure of every description, at Bombay bunder only.
Turmeric.
Tutenague.
Twine.
Venice ware.
Verdigrease.
Vinegar.
Vermilion.
White copper.
Wine.
Walnuts.

List of such Articles of Commerce as are prohibited from being landed at the Government Custom House at the Bunder in Bombay, but which nevertheless may be landed at the Custom House at Muzjid Bunder.

Alum from Scindy & Guzzerat.
Arrack; Goa, Pariar, Mowrah, &c.
Bang.
Benjamin.
Brimstone.
Bazar buttoo.
Cadjans.
Camphire.
Castor oil.
Charcoal.
Chili pepper.
Chunam stone.
Chundroos (Copal).
Chunk.
Cocoa nuts.
Cocum.
Coir.
Copra.
Cossumba.
Cotton, in docras or bags.
Cotton yarn and thread.
Cowries.
Dammer.
Dates and other fruits.
Earth, red, from Persian Gulf.
Fire works.
Feathers.
Fins, shark.
Fish maws.
Ganzica.
Garlick.
Ghee.
Ginger.
Hartall.
Heiratsey.
Hemage.
Hemp.
Hides of sorts, raw and dressed.
Jaggery.
Laces of every description.
Mats.
Molasses.
Moretooth (Vitriol).
Mother of pearl shells.
Mowrah.
Munjeet.
Olibanum.
Oil of every description.
Penack (oil cake)
Pitch.
Rampatree leaf.
Rogan.
Rose Maloes.
Rose Flowers.
Ruscapore.
Salt rock, from Persia, Red Sea, and Cambay.
Sheep guts.
Soap.
Salt fish.
Targets.
Tamarinds.
Tar.
Turpentine.
Wax, bees.
Wooden ware,
Wool.
Wormwood.

Police Regulations.—1st. That all persons arriving at the Presidency, except military, naval, or marine officers, shall report themselves to the superintendent of the police within twenty-four hours after their arrival.

2d. That a list of the officers, crew, and passengers, on board every ship, brig, snow, cutter, or vessel of any description, arriving in or departing from the harbour, shall be delivered into the police office, there to remain; such list specifying the country and profession of each individual; and in case of arrival, the same to be done within twenty-four hours after the vessel anchors.

REGULATIONS RESPECTING HAMAULS, OR PALANQUIN BEARERS.

I. A general register to be kept in the office of police, of all the palanquin bearers on the island, whether in or out of service, by casts, where every man's name, age, and place of residence must be forthwith entered, in default of which he shall not be permitted to enter into, or continue in any service.

II. Every man, on having his name registered, as above set forth, shall receive a ticket marked with the letters P. B. and the number in which he stands in the general register, which he is to wear on his right arm, immediately above the elbow, and on the outside of his clothes, if he wears a coat with sleeves, subject to punishment if he ever appears without the said ticket, or if the same shall be concealed, or otherwise placed than above directed.

III. A separate register shall also be kept of hamauls in service, specifying their master or mistress's name, and the name of each hamaul, with the time of his entry into such service.

IV. That on having his name entered in the said separate register, each man shall receive another ticket, or ticket of service with a number upon it, which he is to wear on his left arm, immediately above the elbow, and on the outside of his clothes, if he wears a coat with sleeves, subject to punishment if seen without it; and which ticket he is to return into the office of police when he is discharged.

V. No person shall employ hamauls, but by an application to the superintendent of police.

VI. No hamaul shall presume to serve any master or mistress, without an application has first been regularly made for that purpose at the office of police, and a ticket of service granted to him in consequence thereof.

VII. Every person, on discharging any hamaul, or set of hamauls, is requested to notify the same to the superintendent of police, with the reasons, if any, of such discharge.

VIII. No hamaul shall be discharged from his service, without first receiving his pay up to the day on which he is discharged; though it may be optional with any master or mistress to keep their hamauls in arrears for a period not exceeding fifteen days, in order to guard against their absconding without cause, or any other misconduct, which may, upon investigation before the proper authority, render it necessary for such arrears of pay to be forfeited.

IX. No hamaul engaged by the month, shall be permitted to leave his service without giving one month's previous warning.

X. On hamauls being discharged by any master or mistress without receiving their wages up to the day, it shall be the duty of the superintendent of police to see that they receive them, by applying to their master, &c. or to the proper Court for that purpose.

XI. Every hamaul leaving his service without being regularly discharged, and without coming to the office of police to make the same known, and to deliver up his ticket of service, shall suffer such punishment as the offence may seem to merit.

XII. The wages of hamauls shall be one quarter of a rupee per day to each man, and no more, unless they go off the Island, or to Sion, Mahim, or any similar distance, when they shall be allowed two annas per day each, for provisions.

XIII. Every person applying for a monthly set of hamauls, and getting their names inserted in the separate register, shall pay one rupee.

XIV. The general register shall be renewed every year.

XV. Great impositions being made by hamauls upon strangers, and others, occasional residents on the island, in refusing their services unless the set consist of six hamauls, the following rules are prescribed for their duty in this respect.

A set of four hamauls is to carry any where to or from town, the distance not exceeding two miles and a half.

If exceeding 2½ miles, the set to consist of ..... 6 hamauls.
If to Parell, and equal distances ..... 8 hamauls.
If to Sion, Mahim, or any similar distance ..... 10 hamauls.
In these last instances, each hamaul to receive two annas per day, provision money.

XVI. The superintendent of police, or sitting magistrate, shall be authorized to seize, detain in custody, and punish all hamauls not conforming to the above regulations, until they shall comply therewith.

REGULATIONS RESPECTING HOUSE SERVANTS.

When the above regulations for palanquin bearers were framed, others were settled respecting house servants, and their wages fixed as follows:

A head servant of the first class, according to his abilities, from	12	to 20	rupees per month.
A second servant according to his abilities	6	to 10	ditto.
A masalchee	5	to 6	ditto.
A boy	3	to 5	ditto.
A havildar of peons	7½		ditto.
A naique	6		ditto.
A seapoy	5	to 6	ditto.
A cook, according to his merit	10	to 15	ditto.
A cook's mate	5	to 8	ditto.
A female servant, according to her abilities	6	to 12	ditto.
A coachman, ditto	8	to 15	ditto.
A horse keeper	5	to 8	ditto.
A cow keeper	5	to 6	ditto.
A goat-herd	3		ditto.

RATES OF PILOTAGE.

The following are the rates of pilotage at which all merchant ships and vessels visiting the harbour of Bombay are charged.

			Rupees.		Rupees.
Square rigged vessels up to	300	tons burthen in fair weather	50	in the monsoon	75
300 to	400	ditto	55		80
400 to	500	ditto	60		85
500 to	600	ditto	65		90
600 to	700	ditto	70		95
700 to	800	ditto	75		100
800 to	900	ditto	80		105
900 to	1000	ditto	85		110
1000 to	1100	ditto	90		115
1100 to	1200	ditto	95		120
1200		ditto	100		125

LIGHT-HOUSE DUES.

A duty of 10 rupees per 100 tons is collected by the master-attendant from every merchant vessel anchoring in the harbour, towards defraying the expence of the light-house.

WHARFAGE.

The following are the rates of charge for the use of the cranes at the Bunder wharf, *viz.*

	Rs.	Q.	R.
Hoisting large spars each	2	0	0
An anchor under 20 cwt.	0	2	0
Ditto above ditto	1	0	0
A gun under ditto	0	2	0
Ditto above ditto	1	0	0
A large bale	0	1	0
A small bale or cask	0	0	48
A horse	0	1	0
A bullock or cow	0	1	0
A carriage or large box	0	1	0
Small packages	0	0	24

Articles conveyed in the Company's craft, to pay half the amount, whether belonging to His Majesty or to merchants.

DOCK-YARD REGULATIONS.

I. No boats but those belonging to His Majesty's ships, the Honourable Company's cruisers, and the establishment of the yard, are to use the stairs of the dock; with the exception of the boats of the Honourable Company's chartered ships, when their commanders are in them.

II. Natives of every description not engaged in the service of the yard, or the ships and vessels before mentioned, or concerned in the ships under repair, are to be excluded from the dock-yard.

III. No baggage or stores to be carried through the yard by any other than the crews of the ships and vessels, except with an order from the Honourable the Governor, His Excellency the Admiral, the commanding officer of the forces, the superintendent of the marine, the master-attendant, or town major; and all baggage and stores so passed, are to be accompanied by a certificate from the officer to whom they belong.

IV. The dock-gates are to be shut after sunset, the wicket being left open till the evening gun is fired; after which, nobody belonging to the ships in the harbour, below the rank of a commissioned officer, is to be allowed to land, or enter the dock-yard, without the express permission of one of the authorities above mentioned.

V. Boat's crews are not to be permitted to quit their boats at the stairs, after the hour of shutting the gates.

VI. Small craft are not to deliver fire-wood, or any other lading, within the limits of the yard, without the superintendent's sanction.

VII. The ships and vessels in dock are not to land any lumber whatever on the pier.

VIII. No cargo of any description is to be landed in, or passed through the yard, from or to any ship in dock, without the superintendent's permission in writing.

IX. No palanquins are to remain in the yard without the permission of one of the authorities above mentioned.

X. If any fire should happen, or any signal of distress be made, on board a vessel in the harbour, the dock-gates are to be thrown open, that every assistance from the shore may be conveyed to her.

XI. When a ship is either coming into, or going out of dock in the night, the gates are to be open for the master attendant's and builder's people to pass.

XII. The tindals of the Bunder boats having any reports to make on service, are to be permitted to pass.

XIII. When the builder is repairing any ships afloat, he may, on his own authority, desire the sentries to allow country boats to quit the dock stairs with artificers, planks, tools, &c.

The following are the charges on ships entering the docks.

Every English ship, the first springs	450 rupees.
Ditto every subsequent spring each	350 ditto.
Every foreign ship, the first springs	600 ditto.
Ditto every subsequent spring, each	500 ditto.

REGULATIONS RELATIVE TO SALUTES BY THE COMPANY'S SHIPS.

Resolved, that it be a standing order in future, that no other salutes with guns be allowed of than those mentioned, and that upon all other occasions the commanders do salute with cheers according to their own discretion, and the present rules of the navy, and that the following regulations be printed, and inclosed in the Company's packets to them, for their strict compliance therewith.

On the King's birth-day, a royal salute from the commodore of 21 guns.

A Governor, at his coming on board, or going on shore at any of the principal settlements in India, at St. Helena, or in England, to be saluted with 19 guns.

One of the Council taking passage for Europe, on his coming on board, 9 guns.

N. B Any person dismissed the Company's service is not to be saluted.

A Chief going on shore to take the charge of a factory, or quitting the same, 11 guns.

One of the Council of any settlement in India quitting the ship when dispatched, 7 guns.

N. B. No salute to the person who musters the ship at St. Helena.

Supra-cargoes going on shore on the ship's arrival at China or Mocha, and coming on board at her departure for Europe, 9 guns.

The Hoppo coming on board to measure the ship, and going on shore, 9 guns.

Mandarins of high rank on a visit, coming on board, 11 guns; going on shore, 11 guns and 3 cheers.

English ships to salute each other in ports belonging to foreign powers, only 7 guns.

And if more than one ship there, the salute of the arriving ship to be returned by the Commodore only.

All foreign salutes to be continued in the usual manner.

Upon the ship's arrival in port in India or at St. Helena, to salute the fort with 9 guns.

And the ship to return the same salutes as given by the forts in India, at the commander's going on shore, or coming off.

An Europe ship being saluted by a country vessel, to return 2 guns less.

N. B. These regulations, as far as relate to the firing salutes at China, are rescinded, and no guns are to be fired there, unless by express leave or order of the supra-cargoes in writing.

OWNER'S INSTRUCTIONS RELATIVE TO GUNPOWDER.

"You are to pay at every port you anchor at belonging to the Company, one barrel of gunpowder, and take a receipt for the same; by the neglect thereof, several ships have paid five guineas after their arrival in England."

Immediately on a ship's arrival in Bombay harbour, the gunpowder is landed, and sent to the Company's magazine, where it is dried, and repacked, if necessary. The charges attending the landing, drying, reshipping, &c. are considerable, seldom amounting to less than 150 rupees each ship.

REGULATIONS RELATIVE TO GUNPOWDER.

I. That all powder on private account will in future be received at the magazine at Mazagon, and at no other place.

II. That application for receipt or delivery must be made at the office of the commissary of stores, at least twelve hours beforehand.

III. Magazine hours from 8 in the morning till 4 in the afternoon, every day, Sundays excepted.

IV. None can be admitted except in complete and unexceptionable packages, perfectly free from iron, and not covered. Where any are tendered which the commissary or his people may think objectionable, he has orders to substitute proper barrels, which will be charged to the owners.

V. As the magazine is infested with white ants, it is recommended to such as may have powder to lodge, to provide themselves with teak-wood barrels, or boxes. The Company cannot be at any charge on account of the damage thus occasioned; and whenever it occurs, the commissary will substitute teak-wood barrels, which will be charged to the owners; and similarly in all cases where, from decay, or other causes, the packages may become objectionable.

OWNERS' ALLOWANCES.

The owners of the regular ships in the Company's service usually make the following allowances:

Commander and Purser during the ship's stay in port.....6 rupees per day.
Table homeward for commander and officers, £50, or.....400 ditto.
60 bags paddy, which are considered equal to 10 quarters of grain for homeward use.
Godown rent for ship's stores, water casks, provisions, &c. .....about 50 rupees per month.
Presents to Dubash for his attendance, procuring provisions, &c.....from 500 to 1000 rupees.
Daily allowance to officers' table on board, a quarter of mutton, vegetables, and bread, amounting to about 2 rupees per day.

By a clause in the charter party, the Company is to supply for the use of the ship during her stay in India, to be computed from the delivery of her dispatches from Europe, at the rate of £200 per month, the exchange at Bombay is fixed at 2s. 3d. per rupee, which is 1777 3 10 Rupees.

SEAMEN'S WAGES, &c.

In the event of being obliged to ship lascars in lieu of seamen pressed into His Majesty's service, their pay is as follows, which is paid at the presidency six months in advance, *viz.*

1 serang, 6 months.....	at 30 rupees per month	Rupees 180
1 tindal, ditto	20 ditto	120
15 lascars, ditto.....	each 12 ditto	1080
Batta money to be repaid in England without interest		350
	Forming a total expence of.....	Rupees 1730

The practice of paying so much wages in advance, may be considered the cause of so many fires occurring amongst the Bombay shipping, as there is reason to believe they are often intentional.

Lascars are likewise employed in the monsoon to assist in working the ship out; their pay is as follows: serang 250 reas per day; tindal 175 reas per day; and each lascar 125 reas. A country boat is also occasionally employed in lieu of the ships' boats, for carrying off provisions, &c. at 2 rupees per day.

BOAT AND COOLEY HIRE.

The ship's long boat is generally employed in landing the investments of the commander and officers, and in carrying off stores, water, &c. The charges for cooley hire are

1 sling and men for carrying a butt of beer, or pipe of wine	Rupees 1	0	0
1 ditto a hogshead or a chest of wine	0	2	0
Hoisting from the boat upon the wharf at the bunder, per butt	0	1	0

For carrying dead weight, 4 annas per candy; 1 anna per candy for hoisting; and 2 annas per candy for weighing. For cases and other packages, according to weight and dimensions.

FREIGHT FROM BOMBAY TO CHINA.

Regulations of the Court of Directors for loading the Company's Ships from Bombay to China, Madras to China, Bengal to China, and from Port to Port in India.

I. It is determined that in most cases cotton shall be sent on the Company's account from Bombay, Madras, and Bengal, to China, to the extent of three-fifths of the whole tonnage, builder's measurement, without reckoning as part of the tonnage the kentledge, and 150 tons of dead weight, which may be laden in England; and that the remainder of the tonnage the ship may be capable of conveying, shall be allowed to the commander and officers, on their entering into the usual bonds to guarantee the Company against any claims their owners may make for the port to port freight of such tonnage, and on their undertaking that the Company shall not be subjected to any expence whatever, whether for screwing the Company's cotton, or otherwise.

II. If at any period the Company shall have a larger quantity of cotton than the tonnage reserved for their own use will stow, and may not otherwise have occasion for, the Government may dispose of the same to the commanders and officers at prime cost.

III. In the event of the trade being relinquished by the Company for a season, the tonnage reserved, as before mentioned for the Company, is to be disposed of to the best bidder, at a specific rate per ton of 50 cubical feet, after the ship's arrival at Bombay, Madras, or Bengal, giving due notice of such determination, and of the period fixed for receiving proposals in writing for the letting of the same; and if the commander and officers offer at a rate per ton equal to the highest bidder, the preference is always to be given to them, but they are to deliver their proposals at the same time with the other tenderers, and are not to be allowed to amend their tender after their proposals have been signed.

IV. If the Company's proportion of the tonnage should be disposed of to the commanders and officers, it must be under a condition that the freight, together with the proceeds of the cotton, shall be paid into the Canton treasury, for the latter of which bills on England will be granted, at the current rate of exchange; and this condition is also to extend to the proceeds of the regular privilege of the commanders.

V. That in voyages from one Presidency to another in India, if the Governor and Council have nothing, or only a proportion of her free tonnage to let, the commander shall have a fair and reasonable preference given him to occupy it, and that no person whatever shall have it on the same, or lower terms; or in the event of the commander paying the ship's demurrage, from the beginning of her lading, to the delivery of the cargo, at each consigned port, he shall have the option to occupy the ship on such terms, if the Company do not provide a cargo, or on his paying such proportion of the demurrage as he may occupy of the outward tonnage she is engaged for.

VI. In all cases the commander is to exonerate the Company from all claims of the owners, in respect of the outward tonnage, or any part thereof so occupied.

VII. Proper covenants are to be entered into at the Presidency where the ship lades, for the payment of the demurrage that may be due at the consigned port.

European Houses of Agency.

Bruce, Fawcett, and Co.	John Leckie.
Forbes and Co.	S. Beaufort.
Shotton and Co.	

Wine Merchants and Shopkeepers.

Baxter, Son, and Co.	Wooller and Co.
John Mitchell, and Co.	R. M'Lean and Co

Portuguese Merchants and Agents.

Joseph Pereira, and Co.	R. D. Faria.
De Souza and Co.	

Armenian Merchants and Agents.

Joseph Arratoon.	Martyrus Sarkies.
Martyrus ter Stephens.	Gregory Johannes.

Persee Merchants.

Pestonjee Bomanjee.	Bhickajee Merjee.
Hormuzjee Bomanjee.	Dadabhoy Cowasjee.
Dhunjeebhoy Sorabjee.	Framjee Cowasjee.
Nasserwanjee Monackjee.	Pestonjee Rustomjee.
Framjee Nanabhoy.	Bomanjee Nasserwanjee.
Cursetjee Monackjee.	Cursetjee Ardaseer.
Burjorjee Dorabjee	Jahangeer Ardaseer.
Muncherjee Nowrojee.	Sunker Sinoy.

Hindoo Merchants.

Kessoordass Runsordass.	Narondass Fulsidass.
Vituldass Kessowram.	Luckmichund Poonjaraz.
Madowdass Ramdass.	Kessowjee Shamjee.
Sunkersett Baboolsett.	Purshoram Bhowan.
Dhackjee Dadajee.	Virzlall Tulsidass.
Ragoonath Dadajee.	Purmanaun Ragoonathdass.
Tricumdass Lalldass.	Soorasir Dunasir
Ramchunder Sunker Seny.	

Mussulman Merchants.

Noorbhoy Nathabhoy.	Shaik Tyab Rossuljee.
Mulluckjee Cassimjee.	Hyder Alley Cossimjee.

China Agents.

Hormusjee Dorabjee.	Eduljee Cowasjee.

Ship Builders.

Jamsettjee Bomanjee,	Nowrojee Jamsettjee.
Rustomjee Manockjee.	Lowjee Framjee.
Ruttonjee Bomanjee.	Cursetjee Rustomjee.

RATES OF COMMISSION.

I. On the sale or purchase of goods of all denominations, except the following ..... 5 per cent.
II. On the sale or purchase of ships, houses, and lands ..... 2½ ditto.
III. On the sale or purchase of diamonds, pearls, and every description of jewellery 2½ ditto.
IV. On the sale or purchase of treasure, or bullion ..... 1 ditto.
V. On goods consigned for sale, and afterwards withdrawn ..... Half commission.
VI. On procuring freight, whether to Europe or elsewhere ..... 5 ditto.
VII. On shipping for Europe or elsewhere, bale or gruff goods of every description 2½ ditto.
VIII. On shipping for Europe or elsewhere, diamonds, pearls, jewellery, or bullion 1 ditto.
IX. On ship's disbursements, when no commission has been previously charged on freight or cargo ..... 2½ ditto.
X. On effecting insurances ..... { In the insurance office ..... ¼ ditto. / By private underwriters ..... 1 ditto.
XI. On settling insurance losses ..... { With the office ..... ½ ditto. / With private underwriters ..... 1 ditto.
XII. On *del credere*, or guaranteeing the responsibility of persons to whom goods are sold, on the amount sale ..... ½ ditto.
XIII. On the sale or purchase of cattle of every description ..... 5 ditto.
XIV. On collecting house rent ..... 2½ ditto.
XV. On effecting remittances by bills of exchange ..... 1 ditto.
XVI. On the sale or purchase of public or private bills and Company's paper ..... ½ ditto.
XVII. On exchanging one description of Company's paper for another, on investing money in the public loans, and on transferring Government securities from one constituent to another ..... ½ ditto.
XVIII. On public or private securities, jewels, or other valuables lodged, and afterwards withdrawn before the amount is realized ..... Half commission.
XIX. On procuring money on Respondentia, payable in Europe, India, or elsewhere 2 ditto.
XX On recovery of bonds or bills for persons returned to Europe, over due at the time of their departure ..... 2 ditto.
XXI. On procuring loans of money, exclusive of the commission on the receipt of cash 1 ditto.
XXII. On debts, where a process at law or arbitration is necessary, ... 2½ ditto.
and if recovered through such means ..... 5 ditto.
XXIII. On managing the affairs of an estate for an executor or administrator, on the amount recovered ..... 5 ditto.
XXIV. On guaranteeing bills or bonds by indorsement or otherwise ..... 2½ ditto.
XXV. On attending the delivery of contract goods to the Company ..... 1 ditto.
XXVI. On the receipt and payment of all monies not arising from the proceeds of goods on which commission has already been charged, (or ¼ per cent on receiving, and ¼ per cent. on paying, at the option of the agent), independently of any charge that may become requisite through the necessity of employing agents elsewhere 1 ditto.
XXVII. Where the debtor side of the account exceeds the creditor side by advances made, the agent to have the option of charging his commission upon the total of either; and the balance of interest carried forward to the account of the current year, to be considered as money paid or received, and chargeable accordingly .. 1 ditto.

XXVIII. When the balance of an account due by the constituent is brought forward from an account of the preceding year, and not paid in the course of the succeeding one, commission may be charged thereon, or upon the residue that may be unpaid: the agent in the latter case to have the option of charging his commission upon the residue, or upon the sums received towards the discharge of the original balance due at the commencement of the year ..... 1 per cent.

RATES OF COMMISSION ON SALES.

In the event of the whole of an investment not being disposed of by private sale, the remainder is sent to auction, or to a commission warehouse for sale, of which there are several in the settlement, where every attention is paid to the lotting and arranging the property, and the value guaranteed on the following terms, *viz.*

On Private Sales.—A commission of 5 per cent. on what is sold; 1 per cent. for goods sold by the proprietor after having been deposited for sale in the warehouse, but no charge will be made for goods returned unsold.

On Public Sales.—A commission of 5 per cent. on all goods and furniture, advertisements, and cooley hire not included; the amount sales payable at one month from the day of the sale, or before, if required, on deducting the usual interest of three quarters per cent. per month.

On Private or Public Sales.—On horses, carriages, or any other article, when sold from 500 to 1000 rupees, 2 per cent. from 1000 to 5000 one per cent.

Houses, land, or ships, one half per cent. payable on receipt agreeable to the terms of sale.

Articles exposed for public sale, and bought in on account of the proprietor, one per cent. unless left to be sold to the highest bidder at the next public sale, in which case no charge will be made for their having been bought in at the first sale.

INSURANCE COMPANIES.

There is only one Insurance Office at Bombay, the *Bombay Insurance Society.* The Proprietary is divided into 100 shares of 20,000 rupees each, forming a capital of 20 lacs of rupees; one half in Company's paper, and the other half in personal bonds; but there are many private underwriters in Bombay, who insure separately on ships.

It appears from a document framed in the Insurance Office, that the rate of premium from Bombay to China, and from China to Bombay, from 1798 to 1805, fluctuated between 12, 10, 9, and 8 per cent. but during the period from 1805 to 1808 inclusive, whilst under the command of Vice-Admiral Sir Edward Pellew, it stood at 8 per cent. with a return of 3 per cent. if sailing with convoy, and at 5 per cent. warranted with convoy, and that

The amount of property insured at Bombay, from the 1st May, 1806, to 31st October, 1808, amounted to ..... Rupees	5,37,00,000
The premiums paid by the trade on that sum amounted to	35,61,000
The losses by captures during the same period amounted to	4,93,000
The losses by sea risks ditto	5,52,000
The profits to the underwriters ditto	25,15,000

The losses by captures were under one per cent. on the principal insured, and were exceeded by those arising from sea risk; whilst the former occurred in consequence of a departure from the regular system of convoy laid down by Sir Edward Pellew, and by which the commerce of the western division of India has been so extensively benefited.

RATES OF FREIGHT FROM BOMBAY TO CHINA.

Cotton, per Surat candy	27 rupees.	Mother o'pearl shells, per Surat candy	20 rupees.
Sandal wood	20 ditto.	Elephants' teeth	20 ditto.
Olibanum	23 ditto.	Sharks' fins per bale of 6¼ cwt.	23 ditto.
Putchock	25 ditto.	Cornelians per hhd.	30 ditto.
Myrrh	20 ditto.	False Amber per chest	35 ditto.
Assafœtida	20 ditto.	Rose Maloes per cask.	35 ditto.

The above rates of freight are considered extremely low; they fluctuate every season, and sometimes are very high. Cotton, which is considered the staple commodity, has been as high as 80 rupees per candy; consequently every other article advanced in proportion. The usual rate of exchange is 306 Bombay rupees for 100 Spanish dollars, payable 30 days after the ship's arrival in China.

In the delivery of cotton upon freight at China, 2½ per cent. is allowed for waste, and the deduction for tare varies from 17 to 20 lbs. per bale.

List of Merchant Ships belonging to, or sailing out of the Port of Bombay, with the Names of the Places where built and when, and Tonnage, January 1st 1811.

Names.	Tons.	Where built.	When.	To whom belonging.
Lowjee Family	926	Bombay	1791	Forbes and Co.
Upton Castle	675	Bombay	1793	Forbes and Co.
Charlotte	672	Bombay	1803	Forbes and Co.
Thomas Henchman	600	Calcutta	1808	Forbes and Co.
Anna	899	Bombay	1790	Bruce, Fawcett, and Co.
Mysore	777	Pegu	1795	Bruce, Fawcett, and Co.
Castlereagh	750	Cochin	1803	Bruce, Fawcett, and Co.
Varuna	700	Calcutta		Bruce, Fawcett, and Co.
Cambrian	670	Bombay	1803	Bruce, Fawcett, and Co.
Fame	700	Bristol		John Pavin.
Sibbald	643	Bombay	1803	George Harrower and Co.
Eugenia	350	Cochin	1807	George Harrower and Co.
Shah Byramgore	560	Calcutta	1800	Briscoe and Beaufort.
Adventure	200	Malabar		Briscoe and Beaufort.
Mary	450	Rangoon	1800	Thomas Basden.
Sultana	300	Java	1806	John Pringle.
Windham	800	Dumaun	1808	De Souza and Co.
Minerva	958	Dumaun	1790	Ardaseer Dady.
Friendship	872	Dumaun	1794	Ardaseer Dady.
Milford	679	Bombay	1786	Pestonjee Bomanjee.
Gunjava	680	Pegu	1788	Framjee Nanabhoy.
Sulimany	679	Dumaun	1799	Framjee Cowasjee.
Cornwallis	653	Surat	1790	Nasserwanjee Monackjee.
Bombay Merchant	439	Dumaun	1801	Nasserwanjee Monackjee.
Alexander	600	Bombay	1802	Dhunjeebhoy Sorabjee.
Futteh Khir	300	Uncertain		Sciad Tuckey.
Duncan	400	Beypour	1803	Hormuzjee Bomanjee.
Dadahaloy	400	Cochin		Muncherjee Jamsetjee.
Colonel Macaulay	261	Alipee	1807	Arathoon and Stephens.
Total 29 ships	17593	Tons.		

COMPANY'S IMPORTS FROM EUROPE.

An account shewing the invoice amount of all goods, stores, and bullion imported into Bombay by the East India Company, from 1792-3 to 1808-9 inclusive; likewise an account of the sums received at Bombay for sales of import goods and stores during the same period; also the quantity remaining in the warehouses at the end of each year.

Years.	AMOUNT EXPORTED.			Sums received for Sales.	Invoice Amount of Goods on Hand.
	Goods and Stores.	Bullion.	Total.		
	£	£	£	£	£
1792–3	144,762	——	144,762	109,365	52,467
1793–4	138,866	——	138,866	125,092	84,322
1794–5	60,162	——	60,162	112,099	84,958
1795–6	226,374	——	226,374	91,103	57,903
1796–7	216,834	——	216,834	94,445	126,115
1797–8	256,377	42,047	298,424	242,930	17,960
1798–9	291,294	504,564	795,858	186,493	160,262
1799–0	203,881	100,697	304,578	256,444	183,104
1800–1	293,262	131,366	424,628	187,392	202,586
1801–2	364,824	——	364,824	100,303	230,323
1802–3	327,115	101,478	428,593	222,380	6,878
1803–4	222,150	——	222,150	226,792	469,110
1804–5	125,359	200,793	326,152	261,099	396,915
1805–6	318,775	——	318,775	276,251	335,112
1806–7	454,061	——	454,061	273,103	250,280
1807–8	271,480	——	271,480	270,447	128,168
1808–9	307,599	——	307,599	407,159	153,920
Total.	4,223,175	1,080,945	5,304,120	3,442,897	

Of the Company's imports into Bombay, a considerable part consists of woollens. In 1799–1800 their amount was £90,865. Of broad cloths, the under-mentioned are the sorts imported.

Red, stop list.	French yellow, striped list.	Mazarine blue, fine.
Red, white list.	French green, ditto.	Black, fine.
Yellow, striped list.	Aurora, white list.	Scarlet, superfine.
Mazarine blue, white list.	Scarlet, striped list.	Mazarine blue, ditto.
Grass green, striped list.	Telemot yellow, striped list.	Yellow, ditto.
Emerald green, striped list.	Scarlet, fine.	Emerald green, ditto
Aurora, striped list.	Yellow, fine.	Grass green, ditto.
Popinjay, striped list.	Emerald green, fine.	Whitened, ditto.

Of other British manufactures, the following are imported, but in smaller quantities:

Red long ells.	Cassimere cloth.	Horse cloth.
Scarlet ditto.	Salisbury flannels.	Plush.
Emerald green ditto.	Embossed ditto.	Mock cassimere.
Mazarine blue ditto.	Ditto cloth.	Saddle cloth.
Black ditto.	Ditto, long ells.	Double coloured cloth.
Yellow ditto.	Shalloons.	Europe shawls.

Of fine cloths, which are for the use of Europeans, the quantity is small. The coarse cloths are appropriated to clothing for the army; and such as are sold to foreigners are almost entirely of the inferior sorts, and used for the same purpose. The Company at certain periods dispose of such woollens and other imports as remain in their warehouses by public auction: and they endeavour to make their indents without much variation, under the impression that an uniform demand is more beneficial to the manufacturers than uncertain and unequal exertions.

Of the commodities usually denominated staples, the Company imported in 1799–1800,

Iron, to the amount of	£12,501	Naval and garrison stores	£56,115
Steel	3,197	Pitch, tar, deals, &c.	6,873
Copper	6,526	Lead	1,097

By the foregoing statement it appears that the invoice amount of the goods imported into Bombay, including a charge of 10 per cent. added to the prime cost, to cover contingent expences, such as freight, insurance, interest of money, &c. in 17 years amounted to £4,223,175

That the sum received for goods sold during the same period was	£3,442,897	
That there remained in the warehouses, 1808–9, as stated at the invoice amount	153,920	
The value of goods on the Henry Addington lost 1798–9, is stated at	29,222	
Ditto Hindostan lost 1802–3, ditto	37,139	
		3,663,178
Leaving a deficiency in 17 years of		£559,997

There is great difficulty in making up a correct statement, from the impracticability of ascertaining with precision the final disposal of military and marine stores, which form a very material part of the Company's imports into Bombay. On the arrival of the consignments, the cargoes of ships are distributed to the departments to which they respectively belong: the goods for use and sale, to the commercial; and the stores, to the military or marine departments. In the above account of sales is comprised the expenditure of the stores, in so far as the amount of such expenditure has been included in the charges at the Presidency. A portion of the stores, consisting of guns for garrisons, arms, and accoutrements, falls into the dead stock, and a portion into the quick stock; but from being blended with the stores purchased in the country, and not distinguished in the accounts, it is impossible to make the separation so accurately as is desirable.

It appears that the value of stores at this Presidency, commonly called quick stock, was in 1792 £176,127, and that in 1809 it had increased to £440,212, making a difference of £264,085. What proportion of these is European, cannot be stated, but may be assumed as two thirds, which is £198,063.

The short deliveries, and damages, which are chargeable to the owners of the ship's on which the consignments were made, are deducted from the freight on settling the ship's accounts in England, subject to an additional charge of 30 per cent. on the invoice amount, agreeably to the terms of the charter party. This may be considered equal to 5 per cent. on the amount of £4,223,175, which is £211,158.

The trade in woollens, of which, during the above period of 17 years, there have been imported by the Company to the amount of £1,357,290, has generally been carried on at a loss, notwithstanding every effort has been used to extend the sale throughout their dominions, and other parts of India and Persia. In some years upwards of 20 per cent. loss has been incurred, and in very few instances has any profit been derived: we may therefore suppose a loss of 5 per cent. on the above £1,357,290, which is £165,729, all of which being deducted from the above deficiency of £559,997, leaves a balance unaccounted for in 17 years of £15,047.

COMPANY'S EXPORTS TO EUROPE.

The following is an account of the prime cost of goods exported from Bombay to Europe by the Company, together with the commercial charges thereon, from the years 1792–3 to 1808–9 inclusive.

Years.	Prime Cost	Charges.	Total.
	Rupees.	Rupees.	Rupees.
1792–3	8,63,869	99,000	9,62,869
1793–4	17,51,637	89,029	18,40,666
1794–5	13,09,355	1,42,504	14,51,859
1795–6	15,29,437	1,62,388	16,91,825
1796–7	10,27,304	75,687	11,02,991
1797–8	30,93,125	1,28,178	32,21,303
1798–9	10,88,111	1,23,531	12,11,642
1799–0	22,51,940	94,748	23,46,688
1800–1	——	1,05,419	1,05,419
1801–2	36,78,039	1,25,783	38,03,822
1802–3	1,72,721	95,308	2,68,029
1803–4	56,297	1,12,227	1,68,524
1804–5	19,78,452	1,28,570	21,07,022
1805–6	14,29,572	1,23,487	15,53,059
1806–7	7,76,450	1,62,657	9,39,107
1807–8	13,41,006	1,36,445	14,77,451
1808–9	9,87,293	1,02,709	10,90,002
Total.	233,34,608	20,07,670	253,42,278

The Company's exports consist of sugar and saltpetre sent round from Bengal as dead weight for their ships. Pepper, piece-goods, and occasionally Mocha coffee, individuals are permitted to trade in; but are prohibited from saltpetre. The charges comprise the salaries and allowances of a description strictly commercial, with those of the factories where the investments are provided; also the charges of the departments where the goods imported from England are deposited and sold. From the foregoing statements it appears that the

Value of goods and stores imported into Bombay from England by the East India Company in the years 1792–3 to 1808–9 inclusive was	£4,233,175
Value of goods exported during the same period, Rupees 253,42,278 at 2s. 3d. each	2,851,006
Imports exceed the exports	1,382,169
Treasure imported into Bombay from England during the above period	1,080,945
Balance *against* Bombay	£301,224

From the foregoing statements it appears that in the years 1802 to 1806 inclusive, the commerce carried on by the East India Company and individuals, from London to Bombay and Surat, was as follows, estimating the Company's imports at the exchange of 2s. 6d. per Sicca Rupee, and the exports at the usual exchange of the Company, 2s. 3d. per Bombay Rupee.

	IMPORTS.			EXPORTS.		
	Merchandise.	Treasure.	Total.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
Company	115,79,680	24,18,168	139,97,848	47,75,270	——	47,75,270
Individuals	73,04,875	23,60,195	96,65,070	33,62,611	——	33,62,611
Total	188,84,555	47,78,363	236,62,918	81,37,881	——	81,37,881

RECAPITULATION OF IMPORTS AND EXPORTS.

The following is an abstract of the merchandise and treasure imported into, and exported from Bombay and Surat, including the East India Company's, in the years 1802 to 1806 inclusive.

FROM WHENCE.	IMPORTS.			EXPORTS.		
	Merchandise.	Treasure.	Total.	Merchandise	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
Company from London	115,79,680	24,18,168	139,97,848	47,75,270	——	47,75,270
Individuals from London	73,04,875	23,60,195	96,65,070	33,62,111	——	33,62,111
Foreign Europe	12,27,176	20,25,463	32,52,639	25,86,911	——	25,86,911
America	2,25,769	4,34,647	6,60,416	5,19,541	——	5,19,541
British Asia	933,52,196	22,04,693	955,56,889	481,48,261	133,12,644	614,60,905
Foreign Asia	465,01,877	366,56,652	831,58,529	815,10,189	50,33,550	865,43,739
Total..... Sicca Rupees	1601,91,573	460,99,818	2062,91,391	1409,02,283	183,46,194	1592,48,477

From the preceding accounts of the commerce carried on at this Presidency by the East India Company and individuals in the years 1802 to 1806 inclusive, it appears,

I. That the value of merchandise imported by the East India Company from London during the above period is upwards of nine times that of foreign Europe, and nearly fifty times that of the United States of America, and that the amount of treasure imported by them is about one fifth of that of merchandise.

II. That the value of merchandise imported by individuals from London during the above period is six times that of all other parts of Europe, and upwards of thirty times that of the United States of America, and that the amount of treasure imported by them is nearly one third that of merchandise.

III. That the value of merchandise imported by the East India Company is about one half more than that of individuals, and that the amount of treasure imported is nearly equal.

IV. That the value of merchandise imported from London by the East India Company and individuals is upwards of twelve times that of all other parts of Europe and the United States of America together, and that the amount of treasure imported from London is about double that of foreign Europe and America.

V. That the value of merchandise imported from the British territories in India, and from foreign Asia, which is called the Country Trade, from being carried on in Indian ships and with Indian capital, is about twelve times that of the East India Company, nearly twenty times that of individuals, and a hundred times that of foreign Europe and the United States of America together, and that the treasure imported is above five times that of all other parts.

VI. That the value of merchandise exported by the East India Company to London is nearly one half more than that of individuals, nearly double that of foreign Europe, and nine times that of the United States of America.

VII. That the value of merchandise exported to London by the East India Company and individuals is nearly three times that of all other parts of Europe and America together.

VIII. That the value of merchandise exported to British and foreign Asia is nearly twenty-four times that of London, all other parts of Europe, and the United States of America together, and that it withdraws from the Presidency two-fifths of the treasure imported, the greater part of which is taken to other parts of the British dominions.

REVENUES AND DISBURSEMENTS.

The following is an account of the revenues of the East India Company at the Presidency of Bombay, the charges and disbursements (exclusive of commercial charges), the interest payable on the debt, the deficiency in the revenue, and the amount of the debt, in each year, 1792-3 to 1808-9 inclusive.

Years.	Revenues.	Charges.	Interest on Debt.	Total of Charges and Interest.	Deficiency in Revenue.	Debt.
	£	£	£	£	£	£
1792–3	236,555	739,002	105,094	844,096	607,541	1,165,103
1793–4	294,736	786,691	120,054	906,745	612,009	887,682
1794–5	312,480	747,838	76,072	823,910	511,430	644,065
1795–6	277,596	734,152	48,905	783,057	505,461	769,142
1796–7	315,937	894,192	37,482	932,394	616,457	835,619
1797–8	338,189	950,511	47,658	998,169	659,980	890,675
1798–9	374,587	1,223,208	57,107	1,280,315	905,728	1,136,276
1799–0	415,663	1,494,811	82,371	1,577,182	1,161,519	1,497,134
1800–1	286,457	1,297,543	135,289	1,432,832	1,146,375	1,913,196
1801–2	305,992	1,204,759	210,066	1,414,825	1,108,833	2,405,729
1802–3	359,546	1,220,164	190,089	1,410,253	1,050,707	2,847,720
1803–4	558,648	1,652,631	242,852	1,895,483	1,336,835	3,382,276
1804–5	715,548	2,048,487	289,792	2,338,279	1,622,731	3,814,900
1805–6	846,486	2,455,744	305,552	2,761,296	1,914,810	3,704,210
1806–7	772,869	2,166,604	307,605	2,474,209	1,701,340	4,038,231
1807–8	770,691	2,059,106	313,036	2,372,142	1,601,451	4,432,262
1808–9	740,276	1,738,495	324,319	2,062,814	1,322,538	4,127,858

The following are the sources from whence the revenues proceeded for 1808–9, and the particulars which constituted the charges in that year.

REVENUES.		CHARGES.	
Land	£427,033	Civil charges	£147,428
Customs	161,959	Revenue	115,319
Farms and Licences	145,656	Military	1,246,279
Travancore Subsidy	5,628	Marine	167,980
		Buildings and Fortifications	61,489
Total of the revenues in 1808–9	£740,276	Total of the charges in 1808–9	£1,738,495

The revenues of Bombay, from the limited extent of the districts under its administration, are small compared with those of the other Presidencies. From the foregoing statement it appears that the revenues are very inadequate to the expences, and that in the period of 17 years, 1792–3 to 1808–9, the disbursements have exceeded the revenues in the sum of £18,185,745

In the ten years previous, 1782–3 to 1791–2 inclusive, the expences exceeded the revenues 552,85,346 rupees, which at 2s. 3d. sterling, makes 6,214,605

Forming a total deficiency in 27 years of £24,400,350

The civil charges comprehend the salaries of the Governor and Council, the allowances at the Presidency and subordinates, the post-office and mint charges, pensions and charitable allowances, likewise the expences of the Recorder's Court and police establishment.

The revenue charges include the expences of collecting the land revenues, customs, &c.

COMPANY'S ASSETS.

The following is an account of the assets belonging to the East India Company at the Presidency of Bombay, on the 30th April in each year, from 1792-3 to 1808-9, specifying the particulars of which they consisted.

Years.	Cash and Bills	Stores.	Debts, including advances for investments	Export Goods.	Import Goods.	Grain and Cattle.	Total.
	£	£	£	£	£	£	£
1792	209,449	176,127	280,060	151,733	85,111	——	902,480
1793	187,298	116,671	300,987	62,238	52,467	——	719,661
1794	180,095	129,372	396,509	48,786	84,322	——	839,084
1795	265,387	122,517	420,635	87,754	87,602	——	983,895
1796	227,045	110,177	348,226	140,982	59,705	——	886,135
1797	184,885	368,556	349,066	249,918	130,039	28,940	1,311,404
1798	119,911	349,510	491,791	199,557	18,518	23,169	1,202,456
1799	229,426	353,342	411,697	135,959	165,248	5,232	1,300,904
1800	278,780	362,572	381,174	179,958	188,801	1,015	1,392,300
1801	79,797	281,951	202,035	378,205	208,889	1,183	1,152,060
1802	138,507	305,532	250,254	103,005	237,489	2,898	1,037,685
1803	116,837	331,011	406,997	15,667	7,092	1,348	878,952
1804	190,151	344,492	546,488	142,925	483,705	79,142	1,786,903
1805	242,621	368,568	535,634	131,927	409,263	109,011	1,797,024
1806	456,087	356,726	589,720	140,266	345,538	9,948	1,898,285
1807	550,540	359,343	601,465	245,621	258,066	753	2,015,788
1808	668,367	463,366	880,524	255,423	132,156	2,288	2,402,124
1809	606,287	453,908	654,669	260,114	158,708	2,102	2,135,788

From the foregoing statements it appears that the East India Company's debt at this Presidency in 1809 amounted to £4,127,858

That the amount of assets as above, was at the same period 2,135,788

The debt *exceeds* the assets £1,992,070

The Company are possessed of property to a considerable amount at this Presidency, which, from not being considered as immediately available, is not inserted in the above account. This property consists of plate, household furniture, guns on the ramparts, arms, and some descriptions of military stores. Buildings might also be mentioned, but the cost of them is supposed to have been included in the charges. These several articles, with the doubtful debts of the Company, are carried into an account termed *Dead Stock*.

By the Company's annual accounts drawn up to March, 1810, it appears that the sum expended on buildings and fortifications, for the acquisition and maintenance of their possessions, and the estimated value of other articles of dead stock at this Presidency, is as follows:

Buildings and fortifications £1,125,093

Plate, furniture, plantations, farms, vessels, stores, &c. 352,691

Forming a total of £1,477,784

A very considerable increase in the amount expended on buildings and fortifications at this Presidency, has arisen from the extensive damage occasioned by the fire in 1803. New barracks for the military, and other buildings have been erected, the esplanade extended, and the fortifications considerably strengthened.

GOVERNMENT SECURITIES.

Under the Presidency of Bombay, Government securities are issued on paper negotiable to order, transferrable by simple indorsement, and those now in circulation are of the following descriptions, *viz.*

Securities on the General Register.

Of these securities the notes of the first six loans have become payable, *viz.* the notes dated the 20th April, 1800, became due on the 11th October, 1808; those dated 20th August, and 20th December, 1800, on the 17th June, 1809; the notes dated May and November, 1801, and February, March, and April, 1802, on the 21st July, 1810; and those dated the 1st January, and 20th April, 1803, on 31st December, 1810.

Seventh Eight per Cent. Loan

advertised and opened 12th November, 1803. Notes dated 1st February, 1804. Notice has been given that the notes of this loan would be discharged on 5th January, 1811.

Eighth 8 per Cent. Loan

advertised and opened 10th January, 1807. Notes dated 17th March, 1807.

Of the seventh and eighth loans the *interest* is payable half-yearly, either in cash at Bombay, or (where the interest amounts to £50 sterling, or upwards) by bills on the Court of Directors, at twelve months' sight, and at 2s. 6d. the Bombay rupee.

The *principal* is payable in cash at Bombay, according to priority of order, or by bills (on demand by the proprietor at any time, either when due or before) on the Court of Directors at twelve months' sight, and at 2s. 6d. the rupee.

Ninth 8 per Cent. Loan

advertised and opened 15th August, 1807. The notes are dated 15th February, 1808.

Tenth 8 per Cent. Loan

advertised and opened March 12, 1808. The notes are dated 15th November, 1808.

The *interest* of the 9th and 10th loan is payable half-yearly, either in cash at Bombay, or (where the interest amounts to £50 sterling or upwards) by bills on the Court of Directors in London at six months' sight, and 2s. 6d. the Bombay rupee.

The *principal* is payable according to priority of order, in cash at Bombay, or by bills on the Court of Directors in London, at twelve months' sight, and at 2s. 6d. the rupee; or by similar bills on demand at any time by the proprietors, with reservation of postponing payment of the bills so granted for six months, on condition of paying for such protracted period, interest at the rate of 5 per cent. per annum.

Eleventh 8 per Cent. Loan

advertised and opened January 21, 1809. The notes are dated 1st September, 1809.

Twelfth 8 per Cent. Loan

advertised and opened the 16th December, 1809. Notes dated 30th April, 1810. Eighteen months' notice to be given of putting in course of payment the notes of this loan.

The *interest* of the 11th and 12th loans repayable half-yearly, either in cash at the Presidency, (or (where the interest amounts to £50 or upwards) by bills on the Court f Directors, at six months' sight, and 2s. 6d. the rupee. The *principal* is payable according to priority of order in cash, at Bombay only.

The official year ending on the 30th April, and commencing on the 1st of May in every year, the respective notes of the above loans may be considered as forming the Register Debt of each year respectively as follows, *viz.*

Of the 7th Loan, dated	1st February,	1804	of 1803–4
8th ditto	17th March	1807	1806–7
9th ditto	15th February,	1808	1807–8
10th ditto	15th November,	1808	1808–9
11th ditto	1st September,	1809	1809–10
12th ditto	30th April	1810	1809–10

The following are some additional advantages and conditions annexed to the respective loans.

Proprietors of notes in the 5th, 6th, 7th, 8th, 9th, 10th, 11th, and 12th loans, provided their amount be not less than 10,000 rupees, are entitled to have them deposited in the treasury; and the interest of the 5th, 6th, 7th, and 8th, remitted by bills at twelve months' sight, and that of the 9th, 10th, 11th, and 12th, remitted by bills at six months' sight, and at 2s. 6d. the rupee.

The 8th and 9th eight per cent. loans afford the additional advantage to the subscribers of exchanging their notes for certificates, entitling them to Bengal promissory notes, of the same tenor as the Bombay notes, at the rate of one per cent. above the exchange at which bills on the Bengal government can be obtained at the time that the transfer is made; and the 10th, 11th, and 12th eight per cent. loans, that of exchanging their notes for such certificates, at the rate of 108 Bombay rupees for 100 Calcutta sicca rupees.

Proprietors in the 8th and 12th loans are also at liberty to consolidate two or more notes, which are then to be registered separately, and to be payable after those in the original register. A privilege of sub-dividing notes into even hundreds belongs to all the loans on the registers.

State of the Bombay Register Debt on the 1st July, 1810, from the Bombay Courier.

1801–2	Rupees	24,00,691
1802–3		33,90,069
1803–4		8,66,400
1806–7		35,35,600
1807–8		81,23,700
1808–9		21,92,300
1809–10		1,05,93,900
		3,11,02,660
Promissory notes bearing interest at 8 per cent. per annum of second loan 1809–10		18,73,000
	Rupees	3,29,75,660

Previous to the year 1798, the loans raised in India were entirely local, and no power of demand in England, either for principal or interest, was allowed to the lender. The loans termed optional (from vesting in the lender a right to demand bills upon England for the interest half yearly, and for the principal when due) commenced in 1798, since which period the loans were raised with this option, till the Company in 1807 directed that this system of borrowing should be discontinued. From the reduced rate of interest in India, a greater portion of the optional loans have been paid off by bills on England, than was originally calculated upon, which has occasioned much inconvenience to the Company, and created the necessity of extraordinary measures to meet the demand.

COMPANY'S ARMY.

The Company's army on this establishment consisted in 1807, of nine regiments of native infantry, one regiment of European infantry, one battalion of artillery, one troop of native cavalry, one marine battalion, one corps of engineers, and one of pioneers.

The following is an account of the number of persons in the military employ of the East India Company on the 30th of April, 1807; which will be useful in affording an idea of the nature and numbers of the different corps of which the army is composed, and particularly as no material alteration in the numbers of regiments is known to have taken place since that period, except in those of His Majesty.

EUROPEANS.

4 Major Generals.	1 Chaplain.
7 Colonels.	2 Surgeons, members of medical board.
28 Lieutenant Colonels.	29 Surgeons.
30 Majors.	32 Assistant surgeons.
129 Captains.	10 Civil servants in military employ.
22 Captain Lieutenants.	19 Conductors.
342 Lieutenants.	420 Serjeants.
125 Ensigns.	153 Drummers and fifers.
5 Cadets.	4284 Rank and file
3 Quarter Masters.	

NATIVES.

3 Commandants.	31 Serangs.
295 Subadars.	136 Tindals.
242 Jemauldars.	1569 Lascars.
1224 Havildars.	398 Artificers.
404 Drummers and fifers.	5 Native doctors.
19112 Rank and file.	25 Writers.

And washermen, puckallies, bullock drivers, and every other description of native followers, 1517.

The total number of persons in the Company's military employment on the Bombay establishment on the 30th of April, 1807, according to the above abstract, was as follows:

Europeans	Commissioned officers, medical department, chaplains, and civil servants in military employments	775	
	Non-commissioned, rank and file, including invalids and pensioners	5234	
			6009
Natives	Commissioned, non-commissioned, rank and file, including invalids, pensioners, and the Governor's peons	21280	
	Artillery, and store lascars, firemen, and all of these descriptions on the invalid and pension list	1736	
	Camp followers, including artificers, doctors, writers, puckallies, bullock drivers, washermen, sweepers, &c.	2018	
			25034
Total of Europeans and natives			31043

In the year 1796 a considerable alteration took place in the constitution and system of the Company's army. Previous to that period the officers were exposed to peculiar hardships. The increase of territory had led to the increase of numbers, with which neither the gradations of rank, nor the proportions of officers, particularly of field officers, were in conformity. The highest rank was that of Colonel; and as promotion only took place in the line, the progress was so slow as to afford but a distant and discouraging prospect of attaining it. No provision existed for the relief of any who, from ill health or other circumstances, found it necessary to visit their native country; nor for the retreat of those who, after a certain number of years of service, might wish to retire. These several circumstances were brought to the consideration of the Court of Directors and Board of Controul, who entered into a very laborious examination of the subject, and finally determined upon an entire new arrangement of the army. The detail of this arrangement was communicated to India by letters dated January, 1796. By this measure the prospect of promotion was greatly enlarged; the rank of Major General was instituted in the Company's service; the number of field-officers was increased; and the expectation of attaining the higher ranks was rendered more encouraging, by the establishment of the principle of promotion in regiments according to seniority, as follows: In the European and native infantry to the rank of Lieutenant Colonel; in the native cavalry to the rank of Captain, and afterwards in the line. The promotion in the artillery was continued by seniority in the whole corps, according to the practice in His Majesty's service. Liberal provision was made for allowances to a limited number of officers on furlough in Europe, and for the event of a total retirement after the service of a certain number of years. A modification of the rule of promotion was directed by letters to India, dated in June and July, 1798, establishing it generally to be to the rank of Major in the respective regiments, and afterwards by seniority in the whole corps, excepting the artillery, in which the promotion continued by seniority.

The leading object of these several arrangements was the satisfaction of the European commissioned officers, and to afford them the relief which, on principles of justice and equity, they were entitled to A like attention was equally necessary and just to the case of the lower ranks, both European and native. As to the Europeans, it is to be observed that it is an established general principle that, in respect of pay and allowances, His Majesty's and the Company's forces are placed upon an equal footing. In the year 1797, an increase of pay was granted to the royal army by His Majesty's order dated May 25th. This grant extending to the service in India, the same increase was given to the Company's European soldiers. An addition was likewise made in the year 1801 to the pay of the native officers and sepoys at this establishment and that of Madras.

From these circumstances, and the increase in numbers which has taken place since 1794, the military expences of this establishment have multiplied nearly five-fold, and now considerably exceed the whole of the revenues. The following is a statement of their amount from the year 1792–3 to 1809–10 inclusive.

Years.	Charges.	Years.	Charges.	Years.	Charges.
1792–3	£479,205	1798–9	£901,988	1804–5	£1,511,405
1793–4	472,076	1799–0	1,039,152	1805–6	1,904,519
1794–5	468,541	1800–1	904,800	1806–7	1,617,685
1795–6	503,385	1801–2	856,061	1807–8	1,521,425
1796–7	610,014	1802–3	844,253	1808–9	1,246,279
1797–8	641,469	1803–4	1,261,139	1809–10	1,282,815

The number of persons in the military service at this Presidency in 1794 was 3,273 Europeans, and 12,628 natives, of all descriptions, forming a total of 15,901; since which period it has increased 2,736 Europeans, and 12,406 natives, as will appear from the foregoing statement of the army in 1807.

PAY AND ALLOWANCES TO THE HONOURABLE COMPANY'S ARTILLERY.

IN GARRISON.

	PAY. For one Day.	PAY. Per Month of 28 days	PAY. Per Month of 29 days	PAY. Per Month of 30 days	PAY. Per Month of 31 days	Gratuity monthly.	HALF BATTA. For one Day.	HALF BATTA. Per Month of 28 days	HALF BATTA. Per Month of 29 days.	HALF BATTA. Per Month of 30 days	HALF BATTA. Per Month of 31 days.	House rent monthly.	Established personal allowance monthly.	TOTAL. For one Day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rupees	Rupees	Rupees	Rupees	R.	Rs. q. r.	Rupees	Rs. q. r.	Rupees	Rs. q. r.	R.	R.	Rs. q. r	Rupees	Rs. q. r.	Rupees	Rs. q. r.
Colonel	10 0 0	280	290	300	310	0	25 0 0	700	725 0 0	750	775 0 0	90	400	51 1 33½	1470	1505 0 0	1540	1575 0 0
Lieutenant Colonel	8 0 0	224	232	240	248	0	10 0 0	280	290 0 0	300	310 0 0	90	0	21 0 0	594	612 0 0	630	648 0 0
Major	6 0 0	168	174	180	186	0	7 2 0	210	217 2 0	225	232 2 0	90	0	16 2 0	468	481 2 0	495	508 2 0
Captain	4 2 66⅔	140	140	140	140	36	3 0 0	84	87 0 0	90	93 0 0	50	0	10 2 13⅓	310	315 0 0	316	319 0 0
Captain Lieutenant	3 1 33⅓	98	99	100	101	36	3 0 0	84	87 0 0	90	93 0 0	50	0	9 0 80	268	272 0 0	276	280 0 0
Lieutenant	2 1 33⅓	70	70	70	70	24	2 0 0	56	58 0 0	60	62 0 0	24	0	5 3 73⅓	174	176 0 0	178	180 0 0
Lieutenant Fireworker	2 0 0	56	58	60	62	12	1 2 0	42	43 2 0	45	46 2 0	24	0	4 2 80	134	137 2 0	141	144 2 0
Adjutant	2 0 0	0	0	0	0	0	0 0 0	0	0 0 0	0	0 0 0	1	0	2 0 0	56	58 0 0	60	62 0 0
Quar. Master, Non-eff.	2 0 0	0	0	0	0	0	0 0 0	0	0 0 0	0	0 0 0	1	0	2 0 0	56	58 0 0	60	62 0 0
Surgeon	4 0 0	112	116	120	124	36	3 0 0	84	87 0 0	90	93 0 0	50	0	9 3 46⅔	282	289 0 0	296	303 0 0
Assistant Surgeon	2 0 0	56	58	60	62	24	2 0 0	56	58 0 0	60	62 0 0	24	0	5 2 40	160	164 0 0	168	172 0 0

IN THE FIELD.

	PAY. For one Day.	PAY. Per Month of 28 days	PAY. Per Month of 29 days	PAY. Per Month of 30 days	PAY. Per Month of 31 days	Gratuity monthly.	BATTA. Forone Day.	BATTA. Per Month of 28 days	BATTA. Per Month of 29 days	BATTA. Per Month of 30 days	BATTA. Per Month of 31 days	Tent Carriage monthly.	Horse allowance monthly.	Established personal allowance monthly.	TOTAL. For one Day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rupees	Rupees	Rupees	Rupees	R.	Rupees	Rupees	Rupees	Rupees	Rupees	Rs.	Rs. q. r.	R.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r
Colonel	10 0 0	280	290	300	310	0	25	700	725	750	775	150	19 0 80	400	53 3 89⅓	1549 0 80	1584 0 80	1619 0 80	1654 0 80
Lieutenant Colonel	8 0 0	224	232	240	248	0	20	560	580	600	620	150	19 0 80	0	33 2 56	953 0 80	981 0 80	1009 0 80	1037 0 80
Major	6 0 0	168	174	180	186	0	15	420	435	450	465	150	19 0 80	0	26 2 56	757 0 80	778 0 80	799 0 80	820 0 80
Captain	4 2 66⅔	140	140	140	140	36	6	168	174	180	186	100	0 0 0	0	15 0 80	444 0 0	450 0 0	456 0 0	462 0 0
Captain Lieutenant	3 1 53⅓	98	99	100	101	36	6	168	174	180	186	100	0 0 0	0	13 3 46⅔	402 0 0	409 0 0	416 0 0	423 0 0
Lieutenant	2 1 53⅓	70	70	70	70	24	4	112	116	120	124	50	0 0 0	0	8 3 20	236 0 0	260 0 0	264 0 0	268 0 0
Lieutenant Fireworker	2 0 0	56	58	60	62	12	3	84	87	90	93	50	0 0 0	0	7 0 26⅔	202 0 0	207 0 0	212 0 0	217 0 0
Adjutant	2 0 0	0	0	0	0	0	0	0	0	0	0	0	19 0 80	0	2 2 56	75 0 80	77 0 80	79 0 80	81 0 80
Quar. Master Non eff.	2 0 0	0	0	0	0	0	0	0	0	0	0	0	19 0 80	0	2 2 56	75 0 80	77 0 80	79 0 80	81 0 80
Surgeon	4 0 0	112	116	120	124	36	6	168	174	180	186	150	0 0 0	0	14 2 13⅓	416 0 0	426 0 0	436 0 0	446 0 0
Assistant Surgeon	2 0 0	56	58	60	62	24	4	112	116	120	124	50	0 0 0	0	8 1 86⅔	242 0 0	248 0 0	254 0 0	260 0 0

PAY AND ALLOWANCES TO THE HONOURABLE COMPANY'S EUROPEAN INFANTRY.

IN GARRISON.

	PAY. For one Day.	PAY. Per Month of 28 Days.	PAY. Per Month of 29 Days.	PAY. Per Month of 30 days.	PAY. Per Month of 31 Days.	Gratuity monthly.	HALF BATTA. For one Day.	HALF BATTA. Per Month of 28 days	HALF BATTA. Per Month of 29 Days.	HALF BATTA. Per Month of 30 days	HALF BATTA. Per Month of 31 Days.	House Rent monthly.	TOTAL. For one Day.	TOTAL. Per Month of 28 Days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days	TOTAL. Per Month of 31 Days.
	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.	R.	Rs. q. r.	Rupees	Rs. q. r.	Rupees	Rs. q. r.	R.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.
Colonel	10 0 0	280 0 0	290 0 0	300	310 0 0	0	25 0 0	700	725 0 0	750	775 0 0	90	38 0 0	1070 0 0	1105 0 0	1140	1175 0 0
Lieutenant-Colonel	8 0 0	224 0 0	232 0 0	240	248 0 0	0	10 0 0	280	290 0 0	300	310 0 0	90	21 0 0	594 0 0	612 0 0	630	648 0 0
Major	6 0 0	168 0 0	174 0 0	180	186 0 0	0	7 2 0	210	217 2 0	225	232 2 0	90	16 2 0	468 0 0	481 2 0	495	508 2 0
Captain	4 0 0	112 0 0	116 0 0	120	124 0 0	36	3 0 0	84	87 0 0	90	93 0 0	50	9 5 46⅔	282 0 0	289 0 0	296	303 0 0
Captain-Lieutenant	3 0 0	84 0 0	87 0 0	90	93 0 0	36	3 0 0	84	87 0 0	90	93 0 0	50	8 5 46⅔	254 0 0	260 0 0	266	272 0 0
Lieutenant	2 0 0	56 0 0	58 0 0	60	62 0 0	24	2 0 0	56	58 0 0	60	62 0 0	24	5 2 40	160 0 0	164 0 0	168	172 0 0
Ensign	1 2 40	44 3 20	46 1 60	48	49 2 40	12	1 2 0	42	43 2 0	45	46 2 0	24	4 1 20	122 3 20	125 3 60	129	132 0 40
Surgeon	4 0 0	112 0 0	116 0 0	120	124 0 0	36	3 0 0	84	87 0 0	90	93 0 0	50	9 5 46⅔	282 0 0	289 0 0	296	303 0 0
Assistant-Surgeon	2 0 0	56 0 0	58 0 0	60	62 0 0	24	2 0 0	56	58 0 0	60	62 0 0	24	5 2 40	160 0 0	164 0 0	168	172 0 0
Adjutant	2 0 0	0 0 0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	2 0 0	56 0 0	58 0 0	60	62 0 0
Quar. Master } Non-eff.	2 0 0	0 0 0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	2 0 0	56 0 0	58 0 0	60	62 0 0

IN THE FIELD.

	PAY. For one Day.	PAY. Per Month of 28 days.	PAY. Per Month of 29 days.	PAY. Per Month of 30 days.	PAY. Per Month of 31 days.	Gratuity monthly.	BATTA. For one day.	BATTA. Per Month of 28 days	BATTA. Per Month of 29 days	BATTA. Per Month of 30 days	BATTA. Per Month of 31 days.	Tent Carriage monthly.	Horse Allowance monthly.	TOTAL. For one day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.	R.	Rupees	Rupees	Rupees	Rupees	Rupees	Rs.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r.
Colonel	10 0 0	280 0 0	290 0 0	300	310 0 0	0	25	700	725	750	775	150	19 0 80	40 2 56	1149 0 80	1184 0 80	1219 0 80	1254 0 80
Lieutenant-Colonel	8 0 0	224 0 0	232 0 0	240	248 0 0	0	20	560	580	600	620	150	19 0 80	33 2 56	953 0 80	981 0 80	1009 0 80	1037 0 80
Major	6 0 0	168 0 0	174 0 0	180	186 0 0	0	15	420	435	450	465	150	19 0 80	26 2 56	757 0 80	778 0 80	799 0 80	820 0 80
Captain	4 0 0	112 0 0	116 0 0	120	124 0 0	36	6	168	174	180	186	100	0 0 0	14 2 13⅓	416 0 0	425 0 0	436 0 0	446 0 0
Captain-Lieutenant	3 0 0	84 0 0	87 0 0	90	93 0 0	36	6	168	174	180	186	100	0 0 0	13 2 13⅓	368 0 0	407 0 0	406 0 0	415 0 0
Lieutenant	2 0 0	56 0 0	58 0 0	60	62 0 0	24	4	112	116	120	124	50	0 0 0	8 1 86⅔	242 0 0	248 0 0	254 0 0	260 0 0
Ensign	1 2 40	44 3 20	46 1 60	48	49 2 40	12	3	84	87	90	93	50	0 0 0	6 2 66⅔	190 3 20	193 1 60	200 0 0	204 2 40
Surgeon	4 0 0	112 0 0	116 0 0	120	124 0 0	36	6	168	174	180	186	150	0 0 0	14 2 13⅓	416 0 0	426 0 0	436 0 0	446 0 0
Assistant-Surgeon	2 0 0	56 0 0	58 0 0	60	62 0 0	24	4	112	116	120	124	50	0 0 0	8 1 86⅔	242 0 0	248 0 0	254 0 0	260 0 0
Adjutant	2 0 0	0 0 0	0 0 0	0	0 0 0	0	0	0	0	0	0	0	19 0 80	2 2 56	75 0 80	77 0 80	79 0 80	81 0 80
Quar. Master } Non eff.	2 0 0	0 0 0	0 0 0	0	0 0 0	0	0	0	0	0	0	0	19 0 80	2 2 56	75 0 80	77 0 80	79 0 80	81 0 80

PAY AND ALLOWANCES TO THE HONOURABLE COMPANY'S NATIVE INFANTRY.

IN GARRISON.

	PAY. For one Day.	PAY. Per Month of 28 days.	PAY. Per Month of 29 days.	PAY. Per Month of 30 days.	PAY. Per Month of 31 days.	Gratuity monthly.	HALF BATTA. For one Day.	HALF BATTA. Per Month of 28 days.	HALF BATTA. Per Month of 29 days.	HALF BATTA. Per Month of 30 days.	HALF BATTA. Per Month of 31 days.	House Rent monthly.	TOTAL. For one Day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.	R	Rs. q. r.	Rupees	Rs. q. r.	Rupees	Rs. q. r.	R	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.
Colonel	10 0 0	280 0 0	290 0 0	300	310 0 0	0	25 0 0	700	725 0 0	750	775 0 0	90	38 0 0	1070 0 0	1105 0 0	1140	1175 0 0
Lieutenant Colonel	8 0 0	224 0 0	232 0 0	240	248 0 0	0	10 0 0	280	290 0 0	300	310 0 0	90	21 0 0	594 0 0	612 0 0	630	648 0 0
Major	6 0 0	168 0 0	174 0 0	180	186 0 0	0	7 2 0	210	217 2 0	225	232 2 0	90	16 2 0	468 0 0	481 2 0	495	508 2 0
Captain	4 0 0	112 0 0	116 0 0	120	124 0 0	36	5 0 0	84	87 0 0	90	93 0 0	50	9 3 46½	282 0 0	289 0 0	296	303 0 0
Captain Lieutenant	3 0 0	84 0 0	87 0 0	90	93 0 0	36	5 0 0	84	87 0 0	90	93 0 0	50	9 3 46½	234 0 0	260 0 0	266	272 0 0
Lieutenant	2 0 0	56 0 0	58 0 0	60	62 0 0	24	2 0 0	56	58 0 0	60	62 0 0	24	5 2 40	160 0 0	164 0 0	168	172 0 0
Ensign	1 2 40	44 3 20	46 1 60	48	49 2 40	12	1 2 0	42	43 2 0	45	46 2 0	24	4 1 20	125 3 60	129	132 0 40	
Adjutant—Non-effective	2 0 0	56 0 0	58 0 0	60	62 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	2 0 0	56 0 0	58 0 0	60	62 0 0
Surgeon	4 0 0	112 0 0	116 0 0	120	124 0 0	36	3 0 0	84	87 0 0	90	93 0 0	50	9 3 46½	282 0 0	289 0 0	296	303 0 0
Assistant Surgeon	2 0 0	56 0 0	58 0 0	60	62 0 0	24	2 0 0	56	58 0 0	60	62 0 0	24	5 2 40	160 0 0	164 0 0	168	172 0 0
Adjutant and Quar. Master. Non-eff.	2 0 0	56 0 0	58 0 0	60	62 0 0	0	0 0 0	0	0 0 0	0	0 0 0	0	2 0 0	56 0 0	58 0 0	60	62 0 0

IN THE FIELD.

	PAY. For one Day.	PAY. Per Month of 28 days.	PAY. Per Month of 29 days.	PAY. Per Month of 30 days.	PAY. Per Month of 31 days.	Gratuity monthly.	BATTA. For one day.	BATTA. Per Month of 28 days	BATTA. Per Month of 29 days	BATTA. Per Month of 30 days	BATTA. Per Month of 31 days	Tent Carriage monthly.	Horse Allowance monthly.	TOTAL. For one day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.	R	Rupees	Rupees	Rupees	Rupees	Rupees	Rs.	Rs. q. r.	Rs. q. r.	Rs. q. r	Rs. q. r.	Rs. q. r.	Rs. q. r.
Colonel	10 0 0	280 0 0	290 0 0	300	310 0 0	0	25	700	725	750	775	150	19 0 80	40 2 56	1149 0 80	1184 0 80	1219 0 80	1254 0 80
Lieutenant-Colonel	8 0 0	224 0 0	232 0 0	240	248 0 0	0	20	560	580	600	620	150	19 0 80	33 2 56	953 0 80	981 0 80	1009 0 80	1037 0 80
Major	6 0 0	168 0 0	174 0 0	180	186 0 0	0	15	420	435	450	465	150	19 0 80	26 2 56	757 0 80	778 0 80	799 0 80	820 0 80
Captain	4 0 0	112 0 0	116 0 0	120	124 0 0	36	6	168	174	180	186	100	0 0 0	14 2 15½	416 0 0	426 0 0	436 0 0	446 0 0
Captain-Lieutenant	3 0 0	84 0 0	87 0 0	90	93 0 0	36	6	168	174	180	186	100	0 0 0	13 2 15½	388 0 0	397 0 0	406 0 0	415 0 0
Lieutenant	2 0 0	56 0 0	58 0 0	60	62 0 0	24	4	112	116	120	124	50	0 0 0	8 1 86⅔	242 0 0	248 0 0	254 0 0	260 0 0
Ensign	1 2 40	44 3 20	46 1 60	48	49 2 40	12	3	84	87	90	93	50	0 0 0	8 1 86⅔	242 0 0	248 0 0	254 0 0	260 0 0
Adjutant—Non-effective	2 0 0	56 0 0	58 0 0	60	62 0 0	0	0	0	0	0	0	50	0 0 0	6 2 66⅔	190 3 20	195 1 60	200 0 0	204 2 40
Surgeon	4 0 0	112 0 0	116 0 0	120	124 0 0	36	0	0	0	0	0	0	19 0 80	2 2 56	75 0 80	77 0 80	79 0 80	81 0 80
Assistant Surgeon	2 0 0	56 0 0	58 0 0	60	62 0 0	24	6	168	174	180	186	150	0 0 0	14 2 15½	416 0 0	426 0 0	436 0 0	446 0 0
Adjutant and Quar. Master. Non eff.	2 0 0	56 0 0	58 0 0	60	62 0 0	24	4	112	116	120	124	50	0 0 0	8 1 86⅔	242 0 0	248 0 0	254 0 0	260 0 0
	2 0 0	56 0 0	58 0 0	60	62 0 0	0	0	0	0	0	0	0	19 0 80	2 2 56	75 0 80	77 0 80	79 0 80	81 0 80

PAY AND ALLOWANCES TO THE HONOURABLE COMPANY'S ENGINEERS.

IN GARRISON.

	PAY. For one Day.	PAY. Per Month of 28 days.	PAY. Per Month of 29 days.	PAY. Per Month of 30 days.	PAY. Per Month of 31 days.	Gratuity monthly.	HALF BATTA. For one Day.	HALF BATTA. Per Month of 28 days.	HALF BATTA. Per Month of 29 days.	HALF BATTA. Per Month of 30 days.	HALF BATTA. Per Month of 31 days.	House Rent monthly.	Established personal Allowance monthly.	TOTAL. For one Day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.	R	Rs. q.	Rupees	Rs. q. r.	Rupees	Rs. q. r.	R	Rs.	Rs. q. r	Rs q. r.	Rs q r.	Rupees	Rs. q. r.
Colonel Chief Engineer	10 0 0	280 0 0	290 0 0	300	310 0 0	0	25 0	700	725 0 0	750	775 0 0	90	1200	78 0 0	2270 0 0	2305 0 0	2340	2375 0 0
Lieutenant Colonel	8 0 0	224 0 0	232 0 0	240	248 0 0	0	10 0	280	290 0 0	300	310 0 0	90		21 0 0	594 0 0	612 0 0	630	648 0 0
Major	6 0 0	168 0 0	174 0 0	180	186 0 0	0	7 2	210	217 2 0	225	232 2 0	90		16 2 0	468 0 0	481 2 0	495	508 2 0
Captain	4 0 0	112 0 0	116 0 0	120	124 0 0	36	3 0	84	87 0 0	90	93 0 0	50		9 3 46½	282 0 0	289 0 0	296	303 0 0
Captain Lieutenant	3 0 0	84 0 0	87 0 0	90	93 0 0	36	3 0	84	87 0 0	90	93 0 0	50		8 3 46½	234 0 0	260 0 0	266	272 0 0
Lieutenant	2 0 0	56 0 0	58 0 0	60	62 0 0	24	2 0	56	58 0 0	60	62 0 0	24		5 2 40	160 0 0	164 0 0	168	172 0 0
Ensign	1 2 40	44 3 20	46 1 60	48	49 2 40	12	1 2	42	43 2 0	45	46 2 0	24		4 1 20	122 3 20	125 3 60	129	132 0 40
Adjutant	2 0 0	56 0 0	58 0 0	60	62 0 0	0	0 0	0	0 0 0	0	0 0 0	0		2 0 0	56 0 0	58 0 0	60	62 0 0

IN THE FIELD.

	PAY. For one Day.	PAY. Per Month of 28 days.	PAY. Per Month of 29 days.	PAY. Per Month of 30 days.	PAY. Per Month of 31 days.	Gratuity monthly.	BATTA. For one Day.	BATTA. Per Month of 28 days.	BATTA. Per Month of 29 days.	BATTA. Per Month of 30 days.	BATTA. Per Month of 31 days.	Tent Carriage monthly.	House Allowance monthly.	Established personal Allowance monthly.	TOTAL. For one Day.	TOTAL. Per Month of 28 days.	TOTAL. Per Month of 29 days.	TOTAL. Per Month of 30 days.	TOTAL. Per Month of 31 days.
	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rupees	Rs. q. r.	R	Rupees	Rupees	Rupees	Rupees	Rupees	Rs.	Rs. q. r.	Rs.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r.	Rs. q. r.
Colonel Chief Engineer	10 0 0	280 0 0	290 0 0	300	310 0 0	0	25	700	725	750	775	150	19 0 80	1200	80 2 56	2349 0 80	2384 0 80	2419 0 80	2454 0 80
Lieutenant Colonel	8 0 0	224 0 0	232 0 0	240	248 0 0	0	20	560	580	600	620	150	19 0 80		53 2 56	953 0 80	981 0 80	1009 0 80	1037 0 80
Major	6 0 0	168 0 0	174 0 0	180	186 0 0	0	15	420	435	450	465	150	19 0 80		36 2 56	757 0 80	778 0 80	799 0 80	820 0 80
Captain	4 0 0	112 0 0	116 0 0	120	124 0 0	36	6	168	174	180	186	100	0 0 0		14 2 16⅔	416 0 0	426 0 0	436 0 0	445 0 0
Captain Lieutenant	3 0 0	84 0 0	87 0 0	90	93 0 0	36	6	168	174	180	186	100	0 0 0		13 2 16⅔	388 0 0	397 0 0	406 0 0	415 0 0
Lieutenant	2 0 0	56 0 0	58 0 0	60	62 0 0	24	4	112	116	120	124	50	0 0 0		8 1 80	242 0 0	248 0 0	254 0 0	260 0 0
Ensign	1 2 40	44 3 20	46 1 60	48	49 2 40	12	3	84	87	90	93	50	0 0 0		6 2 60⅔	190 3 20	193 1 60	200 0 0	204 2 40
Adjutant	2 0 0	56 0 0	58 0 0	60	62 0 0	0	0	0	0	0	0	0	19 0 80		2 2 56	75 0 80	77 0 80	79 0 80	81 0 80

Table of Established Personal Allowances and Office Establishments to the Staff of the Bombay Army.

	ALLOWANCES PAID IN ARREAR.																					
	Established personal Allowance				Half Batta for				Gratuity.	House rent.	Office Establishment		Total for									
THE GENERAL STAFF.	30 days.			31 days.			30 days		31 days										30 days.			31 days.		
The Commanding Officer of the Forces when not a member of Council	666	2	66	666	2	66	—		—		—	—	—			A	666	2	66	666	2	66
General Officer on the Staff	2230			2230			—		—		—	—	—			A	2230			2230		
Adjutant General ..... B	750			750			300		310		—	90	C	300			1640			1650		
Quarter Master General ..... B	750			750			—		—		—	—	D	190			940			940		
Deputy Adjutant General ..... B	170			170			225		232½		—	90	—				485			492	2	
Deputy Quarter Master General .... B	170			170			225		232½		—	90	—				485			492	2	
Surveyor ..... E	702			702			—		—		—	—	—	876			1578			1578		
Assistant Surveyor ..... E	60			62			—		—		—	—	—				60			62		
Judge Advocate ..... P	120			124			90		93		36	50	F	160			456			463		
Military Secretary to the Governor	120			124			90		93		36	50	G	130			426			433		
Secretary to the Commander in Chief..	120			124			90		93		36	50	G	130			426			433		
Aides-de-camp	120			124			90		93		36	50	—				296			303		
Recruiting Officer (full batta) ..... H	120			124			180		186		36	50	—	100			486			496		
GARRISON STAFF.																						
The Commissary of Stores I	600			600			—		—		—	—	—				600			600		
Deputy Commissary of Stores at Bombay J	200			200			90		93		36	50	—				376			379		
Ditto at Surat ..... K	150			150			90		93		36	50	—				326			329		
Ditto at Tannah ..... K	150			150			90		93		36	50	—				326			329		
Town Major at Bombay	400			400			—		—		—	—	—	200		L	600			600		
Barrack Master at ditto	120			124			90		93		36	50	—			M	296			303		
Fort Adj. and Barrack Master at Cochin	90			93			—		—		—	—	—	21		N	111			114		
Fort Adjutant at Bombay	60			62			—		—		—	—	—	32		O	92			94		
Ditto and Garrison Qr Master at Surat	120			124			—		—		—	—	—	51		Q	171			175		
Ditto ditto at other subordinates	60			62			—		—		—	—	—	31			91			93		
Surgeon	120			124			90		93		36	50	—				296			303		
Ditto Mate	60			62			60		62		24	24	—				168			172		
Chaplain	120			124			90		93		50	50	—				296			303		
Master Master for the Honourable Company's troops at Bombay ..... R	400			410			—		—		—	—	—				400			410		
Ditto ditto for his Majesty's troops	120			124			—		—		—	—	—	60		S	180			184		
Adjutant of Bombay bandaree guards..	48			48			—		—		—	—	—	7			55			55		
Garrison Storekeeper and Commissary of Receipt and Issue of Provisions	550			550			—		—		—	—	—				550			550		
PROVINCIAL STAFF FOR THE PROVINCES OF MALABAR AND KANARA.																						
Major of Brigade	120			124			90		93		36	50	120			T	416			423		
Judge Advocate full batta while military law may continue in force in Kanara)	120			124			180		186		36	50	370			U	756			766		
Muster Master Captain's batta and tent carriage)	120			124			280		286		—	—	—				400			410		
Aid de Camp to the Commanding Officer	120			124			90		93		36	50	—				296			303		
Deputy Commissary of Stores	150			150			90		93		36	50	—				326			329		
Commissary of Provisions in Malabar (Captain's batta and tent carriage) ..	120			124			280		286		—	—	—				400			410		
Ditto in Kanara	240			248			300		310		—	90	400				1030			1048		
Post Master in ditto V	60			60			—		—		—	—	—	40		V	100			100		
Provost Martial in ditto	100			100			—		—		—	—	—				100			100		
BRIGADE STAFF.																						
Major of Brigade to his Majesty's troops	120			124			90		93		36	50	120			W	416			423		
Ditto to a General Officer on the Staff..	120			124			90 full batta.		93 batta.		36	50 tent.	80			X	376			383		
Ditto to a Brigade on field service	120			124			180		186		36	100	Y	149	80	X	549	0	80	559	0	80
Quarter Master to a ditto	60			62			—		—		—	—	Z	119	80		179	0	80	181	0	80

References to the foregoing Table.

A.—Agreeable to the Honourable Company's commands of the 8th of January, 1796.

B.—The established personal allowances for these appointments are as fixed by the Honourable the Court of Directors, in their commands of the 30th of January, 1799. By Government orders of the 17th of December, 1799, the Adjutant General, his Deputy, and the Deputy Quarter Master General, are allowed to draw the batta, and house rent of their official ranks, the former as Lieutenant Colonel, the two latter as Major.

C.—As fixed by the Government orders of the 24th of December, 1799.

D.—Established by the Government orders of the 2d of February, 1789.

E.—These allowances to the Surveyor and his Assistant are taken from the Pay Table published in 1789.

F.—From the Pay Table published in 1789.

G.—According to the Government orders of the 14th of July, 1793.

H.—By the Government orders of the 23d of October, 1795, the allowances here stated were fixed for the appointment of Drill Master to the native recruits.—By the minutes of Council under the 20th of January, 1799, the designation of this officer was changed from Drill Master to that of Recruiting Officer on the same Staff pay and allowances.

I.—According to the commands of the Honourable the Court of Directors under the 23d of May, 1798.

J.—As fixed by the Honourable the Court of Directors in their commands of the 15th of April, 1795.

K.—As established by Government in July, 1793, and 21st of July, 1794.

L.—By the Government orders of the 20th of July, 1793, and 9th of August, 1799.

M.—From the old Pay Table.

N.—The salary agreeable to the minutes of Council under the 2d of December, 1796, and the office establishment agreeable to the old Pay Table.

O.—By the old Pay Table.

P.—Officers not holding the established appointment, but occasionally officiating as Judge Advocates at general Courts Martial, to be allowed eight rupees per day for every day the Court actually meets, in lieu of salary, stationary, peons, interpreters, and all other charges whatever. The bills for this allowance to specify the dates of the Court's sitting, to be countersigned, if at a subordinate station, by the Commanding Officer; if in the field, by the Adjutant General, or other officer officiating in that capacity.

Q.—The salary for this appointment is agreeable to the minutes of Council, under the 24th of September, 1799. The establishment is as follows, viz. Palanquin allowance as Fort Adjutant agreeable to the minutes of Council under the 24th of April, 1795.....20
Lights, stationary, and clerk as ditto 21
Lights and stationary, as Garrison Quarter Master.....10—51

R.—Captain's net Pay, full batta and tent carriage, as per Government orders of the 24th of March, 1800.

S.—Fixed by the minutes of Council, under the 10th of July, 1795.

T.—As established by the minutes of Council, under the 2d of February, 1798, and the 26th of November, 1799.

U.—By the minutes of Council, under the 17th of December, 1799.

V.—By the general orders of the 13th, and minutes of Council, under the 26th of November, 1799.

W.—According to the minutes of Council, under the 24th of February, 1794, and 2d of February, 1798.

X.—As fixed by the minutes of Council, under the 2d of February, 1798.

Y.—For clerks, lights, and stationary	80	0	0
Office tent carriage.....	50	0	0
Horse money	19	0	80
Rupees	149	0	80

Z.—For clerks, lights, and stationary	50	0	0
Office tent carriage.....	50	0	0
Horse money	19	0	80
Rupees	119	0	80

The allowances to Staff Officers will vary occasionally from circumstances of change in the regimental rank. One general rule is, that they shall receive allowances agreeable to the highest rank, whether of the regimental commission or for the Staff appointment, but not for both. The net pay only of the inferior rank. Officers holding two or more appointments, where fixed sums are granted for conducting the business, shall receive with the established personal allowances, the office establishments of all.

A Table of the Difference of Pay, payable to the Commissioned and Warrant Officers in his Majesty's Regiments of Foot serving under the Presidency of Bombay, to make their British Pay equal to the Pay of the corresponding Ranks in the Honourable Company's Service.

RANK.	STATEMENT OF PARTICULARS.	Annual amount in sterling money. £	s.	d.	Annual amount in Bombay rupees at the exchange of 2s. 6d. Rs.	q.	reas.	Difference of pay in any month in Bombay currency. Rs.	q.	reas.
Colonel	Subsistence for 365 days, at 18s. per diem.	328	10	0						
	Arrears	82	15	0						
		411	5	0	3290	0	0			
	Difference payable by the Company				360	0	0			
	Total or Company's pay for 365 days				3650	0	0	30		
Lieut. Colonel.	Subsistence for 365 days, at 13s. per diem.	237	5	0						
	Arrears	54	1	0						
		291	6	0	2330	1	60			
	Difference payable by the Company				589	2	40			
	Total or Company's pay for 365 days				2920	0	0	49	0	53⅓
Major	Subsistence of 365 days, at 11s. 6d. per diem.	209	17	6						
	Arrears	47	3	1						
		257	0	7	2056	0	93⅓			
	Difference payable by the Company				133	3	6⅔			
	Total or Company's pay for 365 days				2190	0	0	11		59
Captain	Subsistence for 365 days, at 7s. 6d. per diem.	136	17	6						
	Arrears	34	9	7						
		171	7	1	1370	3	33⅓			
	Difference payable by the Company				89	0	66⅔			
	Total or Company's pay for 365 days				1460	0	0	7	1	72
Captain Lieut. or Lieutenant.	Subsistence for 365 days, at 3s. 6d. per diem.	63	17	6						
	Arrears	16	1	9						
		79	19	3	639	2	80			
	Difference payable by the Company				90	1	20			
	Total or Company's pay for 365 days				730	0	0	7	2	10
Ensign	Subsistence for 365 days, at 3s. per diem.	54	15	0						
	Arrears	8	1	7						
		62	16	7	502	2	53⅓			
	Difference payable by the Company				81	1	46⅔			
	Total or Company's pay for 365 days				584	0	0	6	3	12
Chaplain	Subsistence for 365 days, at 5s. per diem.	91	5	0						
	Arrears	22	19	9						
		114	4	9	913	3	60			
	Difference payable by the Company				546	0	40			
	Total or Company's pay for 365 days				1460	0	0	45	2	3⅓
Adjutant	Subsistence for 365 days, at 3s. per diem.	54	15	0						
	Arrears	13	15	10						
		68	10	10	548	1	33⅓			
	Difference payable by the Company				181	2	66⅔			
	Total or Company's pay for 365 days				730	0	0	15	0	55

Table of the Difference of Pay continued.

RANK.	STATEMENT OF PARTICULARS.	Annual amount in sterling money. £	s.	d.	Annual amount in Bombay rupees at the exchange of 2s. 6d Rs	q.	reas.	Difference of pay in any month in Bombay currency. Rs	q.	reas.
Quarter Master.	Subsistence for 365 days, at 3s. 6d. per diem.	63	17	6						
	Arrears.....	16	1	9						
		79	19	5	639	2	80			
	Difference payable by the Company.....				90	1	90			
	Total or Company's pay for 365 days				730	0	0	7	2	10
Surgeon	Subsistence for 365 days, at 7s. 6d. per diem.	136	17	9						
	Arrears.....	34	9	7						
		171	7	1	1370	3	33¼			
	Difference payable by the Company.....				89	0	66¾			
	Total or Company's pay for 365 days				1460	0	0	7	1	72
Assist. Surgeon	Subsistence for 365 days, at 6s. 6d. per diem	118	12	6						
	Arrears.....	9	17	9¾						
		128	10	3¾	1028	0	50			
	Company's pay for 365 days				730	0	0			
	As the subsistence exceeds the Company's pay the sum of Rs 24 3 37½, so much is to be deducted from the batta monthly, to make the pay and allowances in both services equal.				289	0	50			

The salary to the Deputy Paymaster General to his Majesty's troops to be monthly, whether of 28, 29, 30, or 31 days, Rupees 398 0 73.

The Staff pay to the Non-commissioned Staff to be the same as that of the corresponding Ranks in the Honourable Company's service.

Table of Pay and Allowances to the European Non-commissioned Officers, Drummers, Fifers, Rank and File of the Army serving under the Presidency of Bombay, framed in Conformity to the Minutes of Council under the 13th of November, 1798.

ARTILLERY.	NET PAY. Per Day. R. q. r.	Per Month of 28 days. R. q. r.	29 days. R. q. r.	30 days. R. q. r.	31 days. R. q. r.
Serjeant	0 3 0	21 0 0	21 3 0	22 2 0	23 1 0
Corporal	0 2 56	17 3 68	18 2 24	19 0 80	19 3 36
Gunner	0 2 33	15 2 44	16 0 67	16 2 90	17 1 13
Drummer or Fifer.....	0 1 83	12 3 24	13 1 7	13 2 90	14 0 73
Matross	0 1 80	12 2 40	13 0 20	13 2 60	13 3 80
INFANTRY.					
Serjeant	0 2 50	17 2 0	18 0 50	18 3 0	19 1 50
Corporal	0 1 90	13 1 20	13 3 10	14 1 0	14 2 90
Drummer or Fifer.....	0 1 83	12 3 24	13 1 7	13 2 90	14 0 73
Private.....	0 1 60	11 0 80	11 2 40	12 0 0	12 1 60

Table of Established Personal Allowances and Office Establishments to the Audit and Pay Department.

AUDIT AND PAY DEPARTMENT.	MONTHLY ALLOWANCES PAID IN ARREARS.																	
	Staff Pay or established personal Allowances for				Half batta for		House Rent.	Office Establishment.			Total for							
	30 days.			31 days.			30 days	31 days			30 days.			31 days.				
Military Auditor General	1666	2	66	1666	2	66	—	—	—	1000			A 2666	2	66	2666	2	66
Military Paymaster General	1300			1300			—	—	—	568	2		B 1868	2		1868	2	
Assistant to the Military Auditor General	300			300			—	—	—	—	—	—	C 300			300		
Deputy Military Paymaster General	100			100			—	—	—	—	—	—	C 100			100		
Deputy Paymaster General to the King's troops	399	1	9	399	1	9	—	—	—	225			D 624	1	9	624	1	9
Garrison Paymaster at the Presidency	F. 500			500			—	—	—	425			925	2		925	2	
Military Paymaster at Surat	E 350			350			—	—	—	146			496			496		
Ditto to the British troops at Goa	400			410			—	—	—	369	0	80	F 769	0	80	779	0	80
Ditto to the troops in Kanara	240			240			300	310	90	750			G 1380			1398		
Ditto for the N. district } of the Malabar	400			400			—	—	—	400			H 800			800		
Ditto for the S. district } Province.	400			400			—	—	—	750			I 1150			1150		
Paymaster of Company's allowances to the King's troops and extraordinaries	300			300			—	—	—	250			E 550			550		

A.—The salary of this appointment is as fixed by the Honourable the Court of Directors, in their commands of the 8th of January, 1796, and the Office Establishment agreeable to the Government Orders of the 3d of July, 1793. By the Government Orders of the 22d of December, 1795, and the Honourable Court's above mentioned, commands, the salary and Office Establishment here stated are exclusively as Military Auditor General, and in no way to affect the payments to him in virtue of his army rank, when the appointment is held by a military officer.

B.—Salary as established by the Honourable Company's commands of the 15th of April, 1795, and the Establishment agreeable to the Orders of Government in February, 1795.

C.—As per Government Orders in July, 1793.

D.—Salary and Establishment as fixed by the Honourable the Governor and Commander in Chief in July, 1793.

E.—As fixed by the Honourable the Court of Directors in their commands of the 15th of April, 1795.

F.—As per Government Orders of the 7th and 26th of October, 1799.

G.—In conformity to the Government Orders of the 5th and 14th of March, 1800.

H.—By the Government Orders of the 23d of February, 1798.

I.—By the Government Orders of the 23d of February, 1798, and 18th of October, 1799.

Table of Pay and Allowances to the Medical Department and Military Board.

MEDICAL DEPARTMENT.	Fixed monthly Allowance.			House Rent.	Half Batta.	Office Establish.	Total.		
First Member of the Medical Board	1333	1	33	9	—	—	1429	1	33
Second Member	1000			60	—	—	1060		
Superintending Surgeon in the Provinces of Malabar or Kanara	750			—	—	—	750		
Hospital Surgeon at the Presidency	400			50	90	—	540		
Medical Storekeeper	480			—	—	—	480		
Assistant to ditto at the Presidency	60			—	—	—	60		
Ditto to ditto at out-stations	60			—	—	—	60		
Secretary to the Medical Board	200			—	—	108	308		
Assistant Surgeon without rank	76			24	45	—	145		
MILITARY BOARD.									
Secretary and Accomptant	500			575	—	—	1075		
First Assistant to the Secretary	150			—	—	—	150		
Second ditto ditto	100			—	—	—	100		

An allowance for purchasing Camp Equipage is made to Officers ordered for Field Service, computed for two years, viz. to Field Officers 1600 rupees, to Captains 800 rupees, and to Subalterns 400 rupees.

REGULATIONS RESPECTING MILITARY OFFICERS RETIRING.

Every officer, after twenty-five years' service in India, three years for one furlough being included, is allowed to retire with the pay of the rank to which he has attained; but such pay is to be the same only as that allowed to officers of infantry.

A Member of the Medical Board, who has been on that station not less than five years, and not less than twenty years in India, including three years for one furlough, is permitted to retire from the service, and allowed £500 per annum.

A Surgeon of a General Hospital, who has been in that station not less than five years, and whose period of service has been not less than twenty years, including three years for one furlough, as above, is permitted to retire from the service, and allowed £300 per annum for life.

All other Surgeons and Assistant Surgeons attached to the Military, are permitted to retire from the service on the pay of their rank, after having served in India not less than twenty years, including three for one furlough.

A Chaplain, after eighteen years' service, ten years at a *military* station, and including three years for one furlough, is allowed to retire with the pay of his rank.

Every Lieutenant Colonel, Major, Captain, or Captain Lieutenant is allowed to retire with the *half pay* of the rank to which he has attained, in case his health shall not permit him to serve in India.

A Lieutenant having served thirteen, or an Ensign nine years in India, including three years for furlough, may retire on the *half pay* of his rank, in case his health shall not permit him to serve in India.

A Lieutenant is permitted to retire on the *half pay of Ensign*, if his constitution should be so impaired as to prevent the possibility of his continuing in India.

Every officer returning on furlough, and wishing to retire from the service, must make a declaration to that effect, within twelve months after his arrival in England; and in case of his neglecting so to do, he must at the expiration of his furlough, either return to India, or be held to have relinquished the service, and not be entitled to retire on pay, unless he has continued to serve in India, from his first arrival, for the space of *twenty-two years*, without having a furlough; in that case he is allowed two years before he shall be called upon to signify his intention of retiring; but he can only be allowed the pay of the rank he held at the expiration of twelve months from his arrival in Europe.

Promotion, in consequence of officers retiring in England, takes place from the time when such officers are permitted by the Court to retire.

FURLOUGH.

Subalterns must be ten years in India, before they can be entitled (except in case of certified sickness), to their rotation to be absent on furlough, and the same rule is applicable to Assistant Military Surgeons. The furlough to be granted by the Commander in Chief at each Presidency, with the approbation of the respective Governments.

Chaplains must have been seven years in India before they can be allowed furlough (except in cases of sickness) with the pay of their corresponding rank, *viz.* Captain.

The period of furlough is three years, reckoning from its date to the day of the return of the officer to his Presidency. No officer on furlough can receive pay for more than two years and a half from the period of his quitting India.

At a Court of Directors, held on the 23d January, 1810,

Resolved, That in future, whenever the absence of a military officer from India shall exceed the period

of his regular furlough, no further leave of absence shall be given to him upon the mere production of a medical certificate or other unauthenticated statement of circumstances; but that previous to such leave being granted, proof of the statement made by the party, in support of his application, shall be adduced to the Committee of Correspondence by personal examination, or by such other evidence as shall be deemed satisfactory to the Committee.

At a Court of Directors, held on the 1st March, 1811,

A report from the Committee of Correpondence, dated this day, being read, calling the Court's attention to the evident misapprehension of the meaning of the 70th section of the Act of the 33d of his present Majesty, cap. 52, as to the time of absence after which civil and military officers may return to the Company's service in India;

Resolved, that General Officers wishing to avail themselves of the provision above referred to, must arrive in India within five years from their departure from thence, otherwise they will not be entitled to any pay, rank, or military authority, unless they shall have a permission by the Court of Directors to return to India, having previously proved, to the satisfaction of the Court, and to the Board of Commissioners for the Affairs of India, that their absence was occasioned by sickness or infirmity, or some inevitable accident.

REGULATIONS FOR THE ADMISSION OF PENSIONERS ON THE MILITARY FUND.

Every petitioning officer and soldier must produce a certificate from his commanding officer of his being an invalid, and rendered incapable of further service in India, together with an approbation of such certificate by the Governor and Council of the Presidency where he shall have served.

Every commissioned officer must previously make oath before the Governor and Council, that he is not possessed of, or entitled to real or personal property to the following amount, *viz.*

Colonel	£4,000	Captain	£2,000
Lieutenant-Colonel	3,000	Lieutenant	1,000
Major	2,500	Ensign	750

Officers' widows must produce proof on affidavit, that their husbands did not die possessed of property as above.

All commissioned, staff, or warrant officers to have half the ordinary pay they enjoyed whilst in service, *viz.*

	£	s.	d.		£	s.	d.
Colonel	per annum 228	2	6	or per day	0	12	6
Lieutenant-Colonel	182	10	0		0	10	6
Major	136	17	6		0	10	6
Captain	91	5	0		0	5	0
Lieutenant	45	12	6		0	2	6
Ensign	36	10	0		0	2	0
Surgeon	91	5	0		0	5	0
Assistant Surgeon	45	12	6		0	2	6
Conductor of Ordnance	36	10	0		0	2	0

Their widows one half of the above, to continue during their widowhood.

Serjeants of Artillery to have nine-pence per day, and those that have lost a limb, one shilling per day. Privates of the Artillery six-pence per day, and those that have lost a limb, nine-pence per day.

All other non-commissioned officers and privates to have four-pence three farthings per day.

Officers and privates to be entitled from the period of their landing in England.

REGULATIONS RESPECTING PASSAGE MONEY.

At a Court of Directors, held on July 11, 1810,

Resolved—That the following Regulations be established respecting the passage and accommodation of persons of the under-mentioned descriptions, to and from India, in the ships in the Company's service, *viz.*

RATES OF PASSAGE MONEY FROM ENGLAND TO INDIA.

That the commanders be not permitted to demand more than the under-mentioned sums for the passage and accommodation at their tables of gentlemen proceeding to India in the Company's service, at their own expence, in the following stations, *viz.*

General Officers	£250
Gentlemen of Council, or Colonels	200
Lieutenant-Colonels, Majors, senior and junior merchants and factors	150
Captains	125

That the commanders be absolutely restrained from demanding more than the following sums for the passage and accommodation at their tables of persons proceeding to India, in the Company's service, in the following stations, *viz.*

Writers and Subalterns	£110
Assistant Surgeons and Cadets	95

Including the charter party allowance to the owners of the ship.

That the Third Mates be likewise restrained from demanding more than the sum of £55 for the accommodation of an Assistant Surgeon, or Cadet, who may proceed in their mess to India, exclusive of the charter party allowance to the owners.

That in order more effectually to prevent more than the allowances aforesaid being taken from Writers, Subaltern Officers, Assistant Surgeons, and Cadets, the several sums stipulated for the outward-bound passage of those persons, whether the two latter shall be at the Captain's table, or Third Mate's mess, shall be paid by them, respectively, to the Paymaster of Seamen's Wages; and the order for the reception of any person, in either of those stations, on board any of the ships in the Company's service, shall not be delivered, until they shall have produced the Paymaster's receipt for the amount so ordered to be paid him; and that the several allowances, hereby directed to be deposited in his hands, be paid to the Commander, or to the Third Mate, or their respective agents properly authorized to receive the same.

That the Commanders be not permitted to demand more than the following sums for the passage and accommodation at their tables, of officers in his Majesty's service proceeding to India in the following stations, *viz.*

General Officers	£235
Colonels	185
Lieutenant-Colonels and Majors	135
Captains and Surgeons	110
Subalterns, and Assistant Surgeons	95

Exclusive of the charter party allowance to the owners, paid by the Company.

RATES OF PASSAGE MONEY FROM INDIA TO ENGLAND.

That the commanders of the Company's ships be not permitted to demand more than the following sums for the passage and accommodation at their tables, from India, of officers either in his Majesty's or the Company's service, who shall be returning to Europe, either on sick certificate or military duty, *viz.*

	From Bengal. Sicca Rupees.	From Madras. Arcot Rupees.	From Bombay. Bombay Rupees.
Lieutenant-Colonels	2,500	2,500	2,500
Majors	2,500	2,500	2,500
Captain	2,000	2,000	2,000
Subalterns	1,500	1,500	1,500

And that the commanders do, upon no account, refuse to receive the sums herein stated for the passage and accommodation of gentlemen of the above description from India, respectively.

That the commanders of the Company's *regular ships* be each constrained to receive on board their respective ships at least two officers, of the description above mentioned, returning to Europe, and that the larboard third part of the great cabin, with the passage to the quarter gallery taken off, be appropriated to their accommodation.

That the commanders of the Company's *extra ships* shall be likewise constrained to receive on board one officer returning to Europe, of the above-mentioned description, and that such officer be accommodated with a cabin on the starboard side, abaft the Chief Mate's cabin, and abreast of the spirit-room, of not less dimensions than 7 feet long and 6 wide.

That in the event of the return of the whole of one of His Majesty's regiments to Europe, the Governments in India shall, in such case, allot the whole, or such part of the great cabin of each ship for the accommodation of the officers, as the Governments may deem proper, due notice thereof being given to the commanders; and that the sums to be paid for the passage of each officer, be the same as those above stated for officers returning on military duty.

That the commanders be not permitted to demand more than the following sums for the passage and accommodation at their tables, from India, of the following gentlemen, who shall be certified by the Governor and Council to be under the necessity of returning to England.

	From Bengal. Sicca Rupees.	From Madras. Arcot Rupees.	From Bombay. Bombay Rupees.
Factors	2,000	2,000	2,000
Writers	1,500	1,500	1,500

That in case any commander shall, by any ways or means, directly or indirectly, either in England or India, take or receive any further sum or sums of money, or other gratuity or satisfaction, for the passage of any Writer, Subaltern Officer, Assistant Surgeon, or Cadet, to or from India, such commander shall forfeit and pay to the Company, for the use of Poplar Hospital, treble the sum so taken beyond the sums before mentioned; and for the purpose of making himself liable to, and securing such payment, the commander of every ship in the Company's service shall, before he is sworn in, give bond to the Company, in the penalty of £1000.

That if any Third Mate should, directly or indirectly, either demand or receive from any Assistant Surgeon or Cadet, accommodated at his mess, a larger sum than the rate fixed by these regulations, he be fined treble the amount of the excess, for the use of Poplar Hospital, and that such fine be deducted from his wages, or his account of private trade, as the Court may direct.

That the several sums above mentioned be established for the passage, outward and homeward, of the several persons of the descriptions before stated; and that the same do apply only to such accommodations

as those persons are respectively entitled to, under the existing regulations of the Company; and that any additional accommodation or cabin may be agreed for with the commander, and paid for separately, without being considered as a deduction from the sum fixed by the Court for the passage money of each person.

Previous to any black servant, or a wife of any non-commissioned officer, or private, either in His Majesty's or the Company's service, being allowed to come to England in attendance upon passengers on board any ship whatever, a deposit of £100 must be made into the Company's treasury at the Presidency where she is to embark.

RATES OF PASSAGE MONEY FROM BOMBAY TO OTHER PARTS OF INDIA.

The following is a table of rates of passage money, to be demanded by the commanders of country ships, from individuals proceeding on leave of absence, *viz.*

	From 1st May to 1st Sept.	From 1st. Sept. to 1st May.
To the Malabar Coast	Rupees 80	Rupees 80
Ceylon	100	100
Madras	120	150
Bengal	200	250
Prince of Wales's Island	150	200
Malacca	150	200
Fort Marlborough	200	200
China	300	300

REGULATIONS RELATIVE TO PASSENGERS' BAGGAGE FROM ENGLAND TO INDIA.

At a Committee of Shipping, the 22d June, 1795,

Resolved—That gentlemen proceeding to India in the under-mentioned stations, be not allowed to take with them a larger tonnage of baggage and stores than the following, exclusive of their bedding, a table, a sofa, or two chairs, for their respective cabins, *viz.*

Gentlemen of Council	3½ tons.	Lieutenant-Colonels	2½ tons.
General Officers	3½ ditto.	Junior Merchants	2½ ditto.
Colonels in His Majesty's or the Company's service	3 ditto.	Majors	2 ditto.
		Factors	2 ditto.
Senior Merchants	3 ditto.	Captains	1½ ditto

That such gentlemen, proceeding in either of the above-mentioned stations, who may be permitted to carry out their wives with them, be allowed to take, as the ladies' baggage, an additional tonnage, equal to one half of the preceding allowance.

That married ladies proceeding to their husbands in India, be allowed to carry two-thirds of the tonnage prescribed for a gentleman of the same rank as her husband.

That Writers, Lieutenants, Ensigns, and other cabin passengers, be not allowed to carry a larger quantity of baggage and stores than one ton each, exclusive of their bedding, a table, a sofa, or two chairs, and a washhand stand.

That married ladies proceeding to their husbands in India, of either of these last-mentioned descriptions, be allowed to carry a similar quantity of baggage and cabin furniture.

That such gentlemen, of either of these last-mentioned descriptions, who may be permitted to carry out their wives with them, be allowed to take one ton additional as the ladies' baggage.

That single ladies be allowed the same quantity of baggage and cabin furniture as Writers.

At a Committee of Shipping, 5th October, 1808,

The Committee referring to their resolution of 22d June, 1795, respecting the allowance of tonnage for passengers' baggage outward-bound, and being of opinion that the same is sufficient for every needful accommodation in the voyage; but it having been the practice for passengers to ship, as part of their baggage, glass and earthen ware, also cabinet ware, and other articles of housekeeping in India—

Resolved, That none other articles than wearing apparel, or such others as shall be really intended for the use of the respective passengers in the voyage, be allowed to be shipped as baggage, musical instruments for ladies, and books excepted.

That books and musical instruments, when requested to be shipped, be included in the tonnage of baggage prescribed for each passenger by the Committee's resolution of the 22d June, 1795, before mentioned.

That gentlemen returning to India in the under-mentioned situations, be allowed to take, as part of their prescribed tonnage of baggage, the following quantities of wine for their own use in the voyage, provided that they severally make application to this Committee for permission to ship the same, and state, under their own hand, that the wine is *bona fide* intended for that purpose, *viz.*

Gentlemen of Council and General Officers	2 chests.
Colonels, Lieutenant-Colonels, and Majors	1 ditto.
Senior and Junior Merchants	1 ditto.
Factors	½ ditto.

That all requests to ship passengers' baggage be laid before this Committee, and in the event of any excess beyond the prescribed tonnage, application to be made in writing to this Committee, by the individuals for whose use the articles are requested, stating the particular causes of the excess. And that no order be given for shipping passengers' baggage in future, until this Committee's decision on the request for the same shall have been certified by the clerk to this Committee.

REGULATIONS RELATIVE TO PASSENGERS' BAGGAGE FROM INDIA TO ENGLAND.

Extract from the Honourable Company's Instructions, dated the 26th August, 1801. *(Public Department.)*

Para. 8. Having adverted to the immense quantity of baggage brought home by the passengers arrived in the Company's ships, and being desirous of promoting every regulation that appears to us likely to increase the importation of surplus tonnage, we have investigated this as one cause which has occasioned the reduction of that important benefit both to the Company and owners; the space occupied by the passengers' baggage in one of the ships lately arrived, having amounted to the immense quantity of 63 tons. Conceiving therefore some regulation necessary to be adopted, to correct as much as possible this growing evil, and to prevent such immense quantities of baggage being imported, to the ultimate exclusion of the Company's cargo, we have come to the following resolutions; and we direct that you adopt every other means which may appear necessary towards carrying the same into effect, *viz.*

That gentlemen proceeding to England in the under-mentioned stations, be restricted from taking with them a larger tonnage of baggage and stores than the following, exclusive of their bedding, a table, and a sofa, or two chairs, for their respective cabins, *viz.*

Gentlemen of Council and General Officers	5 tons.
Colonels of His Majesty's or Company's Service, and Senior Merchants	4 ditto.
Lieutenant Colonels and Junior Merchants	3 ditto.
Majors and Factors	2½ ditto.
Captains	2 ditto.

That gentlemen proceeding to England in either of the above-mentioned stations, who may be permitted to bring home their families with them, be restricted from taking more tonnage than one half of the preceding allowance, in addition, as the ladies' baggage.

That married ladies proceeding to their husbands in England, be restricted from taking more than two-thirds of the tonnage prescribed for a gentleman of the same rank as their husbands.

That Writers, Lieutenants, Ensigns, and other cabin passengers, be restricted from taking a larger quantity of baggage and stores than one ton each, exclusive of their bedding, a table, and sofa, or two chairs.

That married ladies proceeding to their husbands in England, of either of these last-mentioned descriptions, be restricted from taking more than a similar quantity of baggage.

That such gentlemen, of either of these last-mentioned descriptions, who may be permitted to bring home their wives with them, be restricted from taking more than one ton in addition, as the ladies' baggage.

That single ladies be restricted from taking more than the same quantity of baggage and cabin furniture.

That all excess of baggage, beyond the above-mentioned quantities, on whatever ship it may be brought home, be invariably charged freight, at the charter-party rate per ton, and that the said baggage be not delivered from the Company's warehouse till such freight shall have been paid into the Company's treasury.

Extract from a General Letter in the Commercial Department, dated September 7, 1808.

In our letter of 31st October, 1799, we informed you that we had appointed Messrs. Hyde and Marter, clerks in our Accountants' office, to act as agents in the clearance of baggage, wines, and presents from the Company's warehouses, and that we had been induced to appoint our own servants to conduct this business, in order that they might be accountable to us for the propriety of their conduct. The increase which has taken place in the civil and military establishments of our several Presidencies, and the consequently augmented number of persons returning to Europe, have determined us to make a separate department for the purpose of clearing baggage, wines, and presents, and we have appointed Mr. William Marter and Mr. William Evans to be warehouse-keepers of baggage, subject to our own immediate inspection and controul, and we have made such arrangements with His Majesty's Board of Customs, for ascertaining and paying the duties on baggage, &c. as will ensure the greatest possible dispatch in the delivery of the articles to the respective proprietors.

We have also sanctioned a table of fees and allowances to be received for the discharge of this duty, and for reimbursing the expences attending it, and we have prohibited the baggage warehouse-keepers from receiving any other than the authorized allowances, upon pain of our severest displeasure.

As we have erected this establishment for the sole purpose of the convenience of our servants and others who may return to Europe, we direct that our intentions in this respect be made public, and be constantly affixed up in the export offices of our several Presidencies, and that it be signified to all our servants returning to Europe, that it is our desire that they apply to our said warehouse-keepers, Messrs. Marter and Evans, to clear and deliver them their baggage, wines, and presents, as we have directed Messrs. Marter and Evans to transact every branch of business connected with this department, which will render the agency of all other persons unnecessary.

Passengers arriving from India, are liable to inconvenience from being ignorant of the law, which prohibits calicoes being printed, painted, stained, or dyed, and also silk goods from being worn or used in this country; and such goods, although made into apparel, are of necessity taken out of their baggage, and detained by the officers of the revenue. We direct therefore that napkins, &c. which contain a coloured stripe, however small, be considered to be prohibited, and cannot be passed in England as part of their baggage.

TABLE OF FEES AND CHARGES ON BAGGAGE, &c.

Fixed by the Court of Directors, and payable to the Warehouse Keepers of Baggage, on the Clearance of Baggage, Wine, &c. belonging to Passengers and others from India.

ON BAGGAGE.

	£	s.	d.
Charges, including fees and dock dues, on a chest or trunk of apparel, containing above 15 solid feet	1	5	0
above 8 ditto and not exceeding 15 solid feet	1	0	0
above 4 ditto and not exceeding 8 ditto	0	15	0
under 4 ditto	0	10	6
on a chest of drawers or a couch, containing apparel or linen	1	5	0
on an empty couch or a Sea-cot and bedding	0	8	0
on a child's couch	0	15	0
on a small package of little value from 2s. 6d. to 7s. 6d. in proportion.			
Cording and sealing (if required) per package	0	1	6

GOODS CLEARED BY VALUATION.

Charges, including fees and dock dues, on goods not exceeding £5 gross value	0	8	0
above £5 and not exceeding £10 ditto	0	12	0
above £10 and not exceeding £20 ditto	0	15	0
above £20 and not exceeding £30 ditto	1	1	0
above £30 and not exceeding £50 ditto	1	5	0
above £50 at the rate per cent. of	2	10	0

TEA.

Charges, including fees and dock dues, on a package not exceeding £10 gross value	0	8	0
above £10 and not exceeding £20 ditto	0	12	0
above £20 and not exceeding £30 ditto	0	15	0
above £30 and not exceeding £50 ditto	1	1	0
above £50 at the rate per cent. of	2	10	0

WINE.

Charges, including fees and dock dues, on a butt	2	2	0
on a pipe	1	10	0
on a half pipe	0	18	0
on a quarter cask	0	12	0

No goods are to be delivered from the warehouses before the above charges have been paid, and all other duties and charges to which such goods are liable.

N. B. The above charges do not include the custom-house dues, nor the charge for carriage from the East India warehouse to the residence of the proprietor of the goods.

East India House, October 3, 1810.

Extract from the Act of Parliament relative to Presents, Baggage, &c. imported from India.

Whereas certain duties of customs are payable on certain articles according to the true and real value thereof, to be ascertained by the gross price, at which such goods shall have been publicly sold at the sales of the East India Company; and whereas much inconvenience and delay have arisen in the payment of the duties, and delivery of articles brought from the East Indies, either as presents, or for private use, particularly specimens of natural history, models, drawings, and other articles, tending to illustrate or improve the arts and sciences, arising from the necessity of such articles being exposed to public sale by the East India Company, in order to ascertain the value according to which the duties payable by law are to be levied and collected, and such articles are also thereby frequently exposed to great injury and damage; and whereas it is expedient, in order to remedy such inconvenience and delay, that the duties of customs payable on such goods, should be ascertained without the same being in future exposed to public sale; be it therefore enacted, that from and after the fifth day of July, 1809, it shall and may be lawful for any person or persons who shall import or bring into Great Britain, from any port or place within the limits of the charters granted to the East India Company, any of the articles before mentioned, or any articles whatever (not being prohibited to be used or consumed in Great Britain), on which the duties of customs are now chargeable according to the value thereof, either as presents or for private use, and not by way of merchandise, to enter the same with the proper officers of His Majesty's customs, such goods having been first lodged and housed in warehouses according to law; and that the value of such goods, according to which the duties of customs are due and payable, shall be ascertained according to the declaration of the value thereof, to be made by the owners or proprietor, or his known agent, in the like manner and form, and under all the rules, regulations, and restrictions, and subject and liable to such and the like forfeitures and penalties as are prescribed, directed, and imposed, with respect to goods not imported by the Company, and on which the duties of customs are payable according to the value thereof.

The following are the duties payable on goods, wares, and merchandise imported into Great Britain by the United East India Company, and secured in warehouses; also, of the duties on such goods, wares, and merchandise when taken out of such warehouses, to be used or consumed in Great Britain; together with the drawback to be allowed on the exportation of certain of those goods, wares, and merchandise from Great Britain.

ON WAREHOUSING.	Permanent Duty. £ s. d.	Temporary, or War Duty. £ s. d.	Total. £ s. d.
Goods, wares, and merchandise imported by the East India Company, and secured in warehouses, under the conditions, regulations, and restrictions, directed and required by 39 Geo. III. cap. 59, *viz.*			
Muslins, plain Nankeen cloths, muslins, or white calicoes, flowered or stitched ..... per cent.	7 10 0	2 10 0	10 0 0
Plain white calicoes, plain white dimity, and all goods, wares, and merchandise prohibited to be worn or used in Great Britain ..... per cent.	2 10 0	0 16 8	3 6 8
Coffee and cocoa nuts ..... per cent.	2 10 0	0 16 8	3 6 8
Sugar ..... per cent.	1 0 0	0 0 0	1 0 0
All other goods, wares, and merchandise (except bullion, cotton wool, saltpetre and tea) ..... per cent.	2 0 0	0 13 4	2 13 4

Which several values shall be ascertained according to the gross price at which such goods respectively shall have been sold at the public sales of the said Company, without any deduction or abatement whatsoever.

For the conditions, regulations, and restrictions under which the said duties may be secured by bond, see 39 Geo. III. cap. 59.

Goods, wares, and merchandise so imported and warehoused (not being prohibited to be worn or used in Great Britain), may be delivered from such warehouse for the purposes of being used or consumed in Great Britain, on payment of the following duties, exclusive of the duties before mentioned, paid or secured by the said Company on warehousing any of the said goods; and also on payment of such excise, or other duties, as shall be due or payable thereon at the time of such delivery.

N. B. The duties are to be paid by the purchasers.

DUTIES PAYABLE ON EAST INDIA GOODS IMPORTED INTO GREAT BRITAIN.

ON WAREHOUSING.	Permanent Duty. £	s.	d.	Temporary or War Duty. £	s.	d.	Total. £	s.	d.
The following is a warehousing duty, to be paid by the East India Company within four months after the expiration of each and every public sale, *viz.*									
For every £100 of the real value, as sold at the East India sales, of muslins, plain nankeen cloths, muslins or white calicoes flowered or stitched, imported by them ..... per cent.	7	10	0	2	10	0	10	0	0
For every £100 of the real value of all plain white calicoes, plain white dimities, and of all goods, wares, and merchandises prohibited to be worn or used in Great Britain, imported by them ..... per cent.	2	10	0	0	16	8	3	6	8
Coffee and cocoa ..... ditto.	2	10	0	0	16	8	3	6	8
Sugar ..... ditto.	1	0	0	0	0	0	1	0	0
For every £100 of the real value of all other goods, wares, and merchandise, &c. imported by the said Company (except bullion, tea, cotton-wool, and saltpetre) ..... per cent.	2	0	0	0	13	4	2	13	4

All goods may be exported directly from the East India Company's warehouses without payment of duty, except indigo, which pays a duty when taken out either for home consumption or exportation.

Prohibited goods are allowed to be sent by land carriage to Lancaster, Liverpool, and Bristol, raw silk to Liverpool and Chester, and cowries and arrangoes to any port, for exportation. Goods, wares, and merchandise, which may have been secured in warehouses within the port of London, may be removed to other ports in Great Britain for the purpose of exportation, on the like restrictions and conditions as East India prohibited goods.

Goods imported from India for private use, may be entered immediately on the declared value.

All goods, wares, and merchandise of the growth, production, or manufacture of China, the East Indies, or any parts within the limits of the exclusive trade of the East India Company, *taken and condemned as prize*, shall be publicly sold at the port of London only under the like conditions, subject to the same duties, and entitled to such drawbacks as those regularly imported by the said Company.

ON HOME CONSUMPTION.

The following duties are to be paid by the purchaser of all goods, wares, an merchandise imported by the East India Company, when taken out of the warehouses for home consumption (tea and saltpetre excepted, the duties on which are paid by the Company), and the drawbacks as stated, allowed, if exported within one year from the time of such full duties being paid thereon (except tea, which is allowed three years) to all places except the Islands of Guernsey, Jersey, Alderney, Sark, or Man, or the Island of Ferro.

ON HOME CONSUMPTION.	Permanent Duty. £	s.	d.	Temporary or War Duty. £	s.	d.	Total. £	s.	d.
Arrangoes, or beads ..... per cent.	53	16	3	17	18	9	71	15	0
Books — Bound ..... per cwt.	4	2	0	1	7	4	5	9	4
Books — Unbound ..... ditto.	3	1	6	1	0	6	4	2	0
Bullion, and gold and silver coin ..... free.									
Calicoes, plain white ..... per cent.	51	5	0	17	1	8	68	6	8
Drawback on the exportation of such as have been printed, stained, painted, or dyed in Great Britain ..... per cent.	50	0	0	0	0	0	50	0	0
For the goods comprehended under this head see list A.									
Candles, wax ..... per lb.	0	1	6	0	0	6	0	2	0
Carpets — Of Persia ..... per square yard.	1	10	9	0	10	3	2	1	0
Carpets — Of Turkey under 4 yards square ..... each.	0	15	0	0	5	0	1	0	0
Carpets — Ditto from 4 to 6 ditto ..... ditto.	3	0	0	1	0	0	4	0	0
Carpets — Ditto exceeding 5 yards square ..... ditto.	5	0	0	1	13	4	6	13	4
China ware ..... per cent.	82	0	0	27	6	8	109	6	8
Coin, foreign, of gold and silver ..... free.									
Cornelians ..... per cent.	53	16	3	17	18	9	71	15	0
Diamonds ..... free.									
Dimity, plain white ..... per cent	51	5	0	17	1	8	68	6	8
Drawback on exportation of such as have been printed, stained, painted, or dyed in Great Britain ..... per cent.	50	0	0	0	0	0	50	0	0
Drawings — Coloured ..... each.	0	2	0	0	0	8	0	2	8
Drawings — Plain ..... each.	0	1	0	0	0	4	0	1	4
Emeralds, rubies, and other precious stones except diamonds ..... per cent.	10	0	0	3	6	8	13	6	8
Feathers — Ostrich feathers dressed ..... per lb.	1	15	0	0	11	8	2	6	8
Feathers — Ditto undressed ..... ditto.	0	10	0	0	3	4	0	13	4
Feathers — Any other sort ..... per cent.	37	10	0	12	10	0	50	0	0
Garnets — Cut ..... per lb.	0	17	6	0	5	10	1	3	4
Garnets — Rough ..... ditto.	0	6	0	0	2	0	0	8	0
Horses, mares or geldings ..... each.	4	4	0	1	8	0	5	12	0
Lackered ware ..... per cent.	51	5	0	17	1	8	68	6	8
Maps ..... each.	0	0	9	0	0	3	0	1	0
Muslins, plain, nankeen cloth, muslins or white calicoes flowered or stitched ..... per cent.	20	10	0	6	16	8	27	6	8
Drawback on exportation of such as have been printed, stained, painted, or dyed in Great Britain ..... per cent.	20	0	0	0	0	0	20	0	0
For the goods comprehended under this head see list B.									
Nankeen cloth, see Muslins									
Paper — Printed, painted or stained, or paper hangings ..... per square yard.	0	0	9	0	0	3	0	1	0
Paper — Of any other sort, not particularly enumerated or otherwise charged with duty ..... per lb.	0	1	0	0	0	4	0	1	4
Pearls ..... per cent.	10	0	0	3	6	8	13	6	8
Pickles of all sorts not otherwise enumerated ..... per gallon.	0	3	0	0	1	0	0	4	0
Pictures — Under 2 feet square ..... each.	2	3	0	0	14	4	2	17	4
Pictures — From 2 to 4 ditto ..... ditto.	4	6	0	1	8	8	5	14	8
Pictures — 4 feet square and upwards ..... ditto.	6	9	0	2	3	0	8	12	0
Plate — Battered, fit only to be remanufactured ..... free.									
Plate — Of gold ..... per oz. troy.	2	8	6	0	16	2	3	4	8
Plate — Of silver gilt ..... ditto.	0	4	0	0	1	4	0	5	4
Plate — Ditto part gilt ..... ditto.	0	3	9	0	1	3	0	5	0
Plate — Ditto ungilt ..... ditto.	0	2	9	0	0	11	0	3	8

ON HOME CONSUMPTION.	Permanent Duty. £	s.	d.	Temporary or War Duty £	s.	d.	Total. £	s.	d.
Precious stones, see Emeralds									
Prints—Paper plain.....each.	0	1	0	0	0	4	0	1	4
Prints—Ditto coloured .....per cent.	51	5	0	17	1	8	68	6	8
Rubies see Emeralds.									
Goods, wares, and merchandise, being either in part or wholly manufactured, not being otherwise enumerated, or charged with duty, and not prohibited to be imported into, or used in Great Britain.....per cent.	51	5	0	17	1	8	68	6	8
For the articles comprehended under this head see list C.									
Goods, wares, and merchandise, not being either in part or wholly manufactured, not being otherwise enumerated, or charged with duty, and not prohibited to be imported into, or used in Great Britain .....per cent.	20	0	0	6	13	4	26	13	4
For the articles comprehended under this head see list D.									

A.—Calicoes.

Under this denomination the under-mentioned goods are comprehended:

Byrampauts, white.	Emmerties.	Mammoodies.
Baftaes.	Gurrahs.	Moorees.
Callipatties.	Ginghams, white.	Sannoes.
Chowtars.	Humhums.	Salampores.
Doosooties.	Izzarees.	Succatoons.
Dotties, white.	Laccowries.	Percaulahs.
Dungarees.	Long cloths, white.	Putcahs.

and all other calicoes, white.

B.—Muslins.

Under this denomination the under-mentioned goods are comprehended:

Allaballies.	Doreas, white or gold.	Seerbands.
Addaties.	Jamdamnees.	Surshauds.
Balasore handkerchiefs	Mulmuls.	Sublooms.
Betellees.	Nainsooks.	Terrindams.
Cossas.	Seerhaud connas.	Tanjeebs.
Chundraconnas.	Seerbettees.	Tartorees.

and all white, flowered, or muslins stitched.

C—Manufactured Goods.

Under this denomination the following goods are comprehended:

Amber beads.	Furniture of black wood.	Mother of pearl articles.
Artificial flowers.	Ditto of sandal wood.	Painted bamboo sticks.
Bamboo atchar.	Fans.	Rice flowers, images, &c.
Butterflies preserved.	Fireworks.	Rosewood furniture.
China ink.	Handles for knives.	Soy.
Cane blinds.	Ivory toys.	Shawls.
Cane mats.	Indian glue.	Vermicelli.
Curry stuff.	Kittisols.	Wood frames carved & gilt.
Chinese musical instruments	Landscapes in stone.	Walking sticks inlaid.

D.—Unmanufactured Goods.

Under this denomination the under-mentioned goods are comprehended:

Agates, rough	India weed.	Sea-horse teeth.
Birds' nests.	Paddy.	Sea-shells, rough.
Bamboo reeds.	Reed canes.	Tigers' teeth.
Camel's hair.	Rough pebbles.	Tigers' claws.
Cashew nuts.	Rose wood.	Tutenague.
Cayenne pepper in pods.	Sandal wood.	Tobacco.

The East India Company are authorized by Act of Parliament to charge on the amount of all goods imported and sold on account of individuals at their sales,

For expences of unshipping, hoyage, cartage, warehouse-room, sorting, lotting, and selling the said goods, or in any manner concerning the same, over and above the freight.....3 per cent.

Extracts from Acts of Parliament relative to Prohibited Goods.

Wrought silks, Bengals, and stuffs mixed with silk or herba, of the manufacture of Persia, China, or the East Indies, and all calicoes, painted, dyed, printed, or stained there, not to be worn or used in Great Britain, to be imported only for exportation, and then only in the port of London, and to be warehoused; if taken elsewhere, or improper entries made, the goods to be forfeited, and a penalty of £500 to attach to the parties. If any doubt of the place of manufacture, the proof to lie on the owners of the goods. If such goods be found in any house, &c. to be forfeited, and a penalty of £200 to attach to the parties in whose custody the goods may be.—11 and 12 Geo. III. chap. 10, sect. 1 to 3.

When entered for exportation, to pay only the duty which will remain on exportation.—Sect. 10.

Prohibited goods, if relanded, to be forfeited, and certain penalties to attach to the master of the ship, &c.—5 Geo. I. chap. 11, sect. 6.

Persons concealing prohibited goods, or goods subject to duty, to forfeit the articles, and treble the value. Offering for sale prohibited or run goods, or goods pretended to be so, the parties to forfeit the same, and treble the value. Such goods may be seized from the buyer, who is to forfeit three times the value also.—11 Geo. I. chap. 30, sect. 16 to 21.

Prohibited Goods, Wares, and Merchandise.

Arras.	Callawapores.	Herba Lungees.	Painted silk gauze.
Allejars.	Cotton Romal handkerchiefs.	Jilmils.	Romals.
Alchabannies.		Jamawars, flowered	Sastracundies.
Abbawars.	Chanderbannies.	Jamdannies, ditto.	Sannoes.
Atlas cuttanees.	Charconnaes.	Kissasoys.	Seersuckers.
Bejutapauts.	Chucklaes.	Kincobs.	Silk handkerchiefs.
Byrampauts.	Cuttanees.	Long cloth, blue.	Silk stockings.
Brawls.	Duckmonsoys.	Lemmanies.	Sictersoys.
Bandannoes.	Dysooksoys.	Lungees.	Sooseys.
Bombay stuffs.	Dimities, painted.	Lustrings.	Shalbafts.
Carridarries.	Elatches.	Nillaes.	Silk skeins.
Chillaes.	Ginghams, striped.	Niccannees.	Silk, wrought.
Chintz.	Ditto, clouded.	Neganepauts.	Taffatics.
Cotton Romals.	Guinea stuffs.	Photaes.	Tepoys.
Chilloes.	Gurrasoots.	Poises.	Tapseils.
Coopees.	Gold atlas.	Peniascoes.	Tutahumsey.
Cushtaes.	Habassies.	Palampores.	

By 43 Geo. III. chap. 68, sect. 36. From the ratification of the definitive treaty of peace with France, the East India Company may sell for home consumption or exportation, warehoused silk handkerchiefs, provided that they shall not in any one year sell or expose to sale more than 50,000 pieces, of the usual length, and the sorts usually exposed to sale.

COMPANY'S MARINE.

The marine on this establishment was originally instituted, and has been maintained for services of considerable importance to the interests of the East India Company, and to the commerce in general on the western side of India. It is in fact a species of navy. The merits and services of the officers, and the extensive benefits derived by the docks and arsenals are well known. The immediate leading objects of this establishment are

I. The protection of the trade, which is considerable, from port to port from pirates.

II. The defence of the Company's trade and possessions, in time of war, against European enemies.

III. The transport of troops, &c.

IV. For making nautical discoveries.

V. For conveying packets to and from the Red Sea, Persian Gulf, &c.

In the year 1798, the Court of Directors entered upon a full examination of the subject of the marine department of this Presidency, in which they took into consideration the deficiency of the establishment upon its constitution at that time, and forwarded such instructions for its improvement in every respect as appeared requisite. The situation of the officers drew likewise their particular attention, and regulations were passed respecting their rank, placing it in a relative proportion with that of the officers of the army, which had recently been considerably improved. The principle of granting furlough, and allowing total retirement after prescribed periods, with the pay of their respective ranks, was also instituted, in like manner as in the military service.

From the nature of the service in time of war particularly, the annual expence of this department is fluctuating and uncertain in its amount. Measures are, however, adopted to check and controul the expenditure, and keep it within such limits as are consistent with the efficiency of the service.

PAY AND ALLOWANCES TO THE OFFICERS IN THE COMPANY'S MARINE.

STATIONS.	Pay per Month. Rupees.	Allowances. Rupees.	Total. Rupees.
Commodore	2000	0	2000
Captains of large ships	340	300	640
Captains of small ships	180	180	360
Lieutenants in command	110	90	200
1st. Lieutenants not in command	110	0	110
2d. Lieutenants	70	0	70
Volunteers	30	0	30

The pay of the Superintendent of Marine is 2,500 rupees per month, and that of the Master Attendant 20,000 rupees per annum.

The following is a statement of the expences of the Marine in the years 1792–3 to 1809–10 inclusive.

Years.	Charges.	Years	Charges	Years.	Charges
1792–3	£79,750	1798–9	£57,292	1804–5	£131,647
1793–4	93,330	1799–0	146,172	1805–6	134,493
1794–5	77,825	1800–1	152,601	1806–7	158,393
1795–6	66,741	1801–2	116,867	1807–8	154,674
1796–7	65,747	1802–3	118,694	1808–9	167,980
1797–8	65,604	1803–4	108,875	1809–10	155,205

REGULATIONS RELATIVE TO FURLOUGH AND RETIREMENT.

FURLOUGH.—1. A certain proportion of the marine officers (to be determined by the Government, with a due regard to the exigencies of the service) are allowed to go home on furlough for three years, with the pay only of their rank.

2. No officer under the rank of Captain, who has not actually served ten years in the marine, can be permitted to come home on furlough, unless in cases of ill health, under the like certificates as required from military officers.

3. If the Commodore is permitted to come home on furlough, he is to be allowed the pay of a Captain only, half the remainder of his allowance to be drawn by the senior Captain in the service, who is to act as Commodore during his absence, in addition to the pay of his rank as senior Captain.

RETIREMENT.—1. Every officer of the marine who has served twenty-five years in India, including three years for a furlough, is permitted to retire from the service with the following pay:

Commodore,	per annum £228
Captain of the first class of vessels	180
Captain of the smaller vessels	135
First Lieutenant	80

2. The regulations for drawing pay on furlough and retirement by the marine officers are, as far as circumstances will admit, the same as those for the military officers, as established by the Honourable Court's orders, dated the 22d April, 1796.

3. In order to afford every suitable encouragement to the European petty officers and seamen of the marine, the Court of Directors have resolved that, in cases where they may have received wounds, or have been disabled or worn out in the service, they shall be allowed a pension proportioned to the length and nature of their services, to be received in Europe. Whenever, therefore, any persons of this description may be recommended to the benefit of this indulgence, the recommendation must be accompanied with the proper certificates, together with the opinion of Government as to the amount of the pensions to be granted.

The native officers and seamen who are disabled by wounds, length of service, or other accidental causes, are to be allowed pensions, at such rates as, in the opinion of Government, the nature of their cases may require.

Precedence of Rank, as established between the Officers of the Bombay Marine, and those of the East India Company's chartered Ships.

Commodore of the Bombay marine.
Commanders of the Company's regular ships.
Captains in the Bombay Marine.
Masters of the Company's extra ships.
Lieutenants of the Bombay Marine, with the temporary rank of Captains commanding vessels.

Comparative Rank of Officers in the Company's Marine and Army.

MARINE.		ARMY.
Commodore	with	Colonels.
Captains of vessels of 28 guns and upwards,	with	Lieutenant-Colonels.
Ditto, under 28 guns	with	Majors.
First Lieutenants	with	Captains.
Second Lieutenants	with	Lieutenants.

In all cases the dates of the respective commissions are to regulate the precedence. The civil rank of the Superintendent of Marine is next to the Members of Council; the Master Attendant is to have civil rank next below the Superintendent, and to sit above the Commodore when they are acting together.

Comparative Rank of Officers in the Navy and Army.

NAVY.		ARMY.
Admiral	with	Generals.
Vice Admiral	with	Lieutenant-Generals.
Rear-Admiral	with	Major-Generals.
Commodore and first Captain to Commanders in Chief,	with	Brigadier-Generals.
Captains of three years post	with	Colonels.
Other post Captains	with	Lieutenant-Colonels.
Commanders	with	Majors.
Lieutenants	with	Captains.

PROVISIONS AND REFRESHMENTS.

The Island of Bombay scarcely produces any articles of consumption. It is supplied with food for its numerous inhabitants from various parts of India, and every article is much dearer than at either of the other Presidencies. Considerable quantities of rice and other grain are annually imported. The prices are continually fluctuating, from the uncertain state of the market, which is under the superintendence of the Police.

Hansia wheat	Rupees 20	to 24	per candy.
Jumbaseer ditto	17	to 20	ditto.
Bownaghur ditto	17	to 20	ditto.
Jumbaseer grain	20	to 22	ditto.
Bownaghur ditto	18	to 23	ditto.
Badjeree	12	to 15	ditto.
Jowaree	12	to 14	ditto.
Baroach doll	2	to 3	per parah
Surat ditto	2	to 3	ditto.
Jerausant rice	3	to 4	ditto.
Vergole ditto	2	to 3	ditto.
Bengal rice unboiled	6	to 8	per bag
Ditto boiled	3	to 5	ditto.
Mangalore rice unboiled	2	to 3	per robin
Ditto boiled	1½	to 2½	ditto.
Putney rice unbeaten	1½	to 2	per parah
Ditto batty	25	to 30	per morah
Red ditto	20	to 25	ditto.
Caranchey Ghee	5	to 6	per maund.
Bownaghur ditto	5	to 5½	ditto.
Amedabad, ditto	6	to 7	ditto.
Cocoa nut oil	1½	to 2½	ditto.
Gingelly ditto	2	to 3	ditto.

Errandia oil	2	to 3	per maund.
Mutton, hind quarter	1½	to 2	each.
Ditto, fore ditto	1	to 1½	ditto.
Inferior kinds sold 7lbs. for	1 rupee.		
Beef, 6lbs.	ditto.		
Kid, fore quarter	3 to 4 rupees each.		
Ditto, hind ditto	1	to 1½	ditto.
Bullocks' hearts	15 pice each.		
Buffalo ditto	½ rupee each.		
Veal, according to the quality and quantity.			
Kid, or sheep's head	¼ rupee each.		
Calf's head	1 ditto.		
Surat fowls	1½ to 3 rupees each.		
Country fowls	½ ditto.		
Ditto half ditto	3 per rupee.		
Large chickens	4 ditto.		
Ducks' eggs	12 reas each.		
Hens' ditto	10 ditto.		
Coorwen fish	10 reas per lb.		
Pomphlets according to size and quantity.			
Seer fish	24 reas per lb.		
Bread, 1st sort, per loaf of 13 oz.	40 reas each.		
Milk	40 reas per seer.		

Bombay produces most excellent onions. All other vegetables are scarce and dear. Firewood varies from 2 to 6 rupees per 1000 billets, according to the size.

Arrack from Goa, Columbo, and Batavia, at one to two rupees per gallon, according to the quality; but Bengal rum, equal to some of the West India rum, is occasionally to be procured from the Company's stores, at an advance of 15 per cent. on the prime cost at Calcutta.

Water is supplied by pipes from the bunder, and the casks filled with a hose, for which a charge is made by the Marine Paymaster of one rupee per ton. It is generally carried off in the ship's long-boat; but large country boats are to be preferred for that purpose.

List of Articles procurable at Bombay, with Directions how to chuse them.

ALKALI

Is occasionally brought from Bombay to Europe, as ballast instead of stones, generally loose, but sometimes in mat bags. Care should be taken that it is properly dunnaged, as it will diminish considerably if the water gets to it. It should be chosen dry and clean, of a greyish blue or slate colour, both within and without, and full of small holes, like sponge; if good, it will bubble much on being put into vinegar. Reject that which is of a blackish green colour, and of a disagreeable fetid smell.

The following are the quantities imported and sold at the Company's sales, in the years 1804 to 1808 inclusive, with the sale amount and average price per cwt.

Years.	March Sale.		September Sale		Total.		Aver per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	53	29	504	478	557	507	0	19	9
1805	1950	761	—	—	1950	761	0	7	9
1806	—	—	1331	1196	1331	1196	0	17	11
1807	—	—	1266	1975	1266	1975	1	11	2
1808	—	—	151	98	151	98	0	12	11

20 cwt. of alkali are allowed to a ton. The permanent duty on barilla is 8s. 6d. the cwt. and the temporary or war duty 2s. 10d. making in the whole 11s. 4d. per cwt. The generality of the ship-owners allow it to come freight free, but in one or two instances half freight has been charged.

ANACARDIUM

Is the fruit of the Malacca bean-tree, and grows in various parts of the East Indies; it is a kind of nut with a double shell, containing in the space between the outer and inner shell a fungous substance, filled with a dark-coloured viscous fluid, which is easily forced out upon cutting the nut, and squeezing it between the fingers. This juice rubbed on linen or cotton gives a reddish brown stain, and when rubbed with wet chunam, deepens to a full black, that is quite permanent: it is used in India for marking linen, hence it is called the marking-nut. They should be chosen large, plump, and fresh.

ANIME, GUM

Is a resinous substance, which flows by incision from the trunk of a large tree, growing in several parts of the East Indies, and in South America. It has a light pleasant smell, and little or no taste; its colour is a fine pale yellow; in the best specimens it is quite clear and transparent; it readily breaks between the teeth, but on long chewing, softens and sticks together. Gum Anime should be chosen in large pieces, clear and transparent; it is much enhanced in value by having the dirty outside scraped off, which can be done at a small expence in India, compared with what it can be in London: when laid on a red hot iron, it immediately melts, catches flame, and burns quickly away with a fragrant smell, leaving only a small quantity of light-coloured ashes. That which is small, dark-coloured, and opaque, should be rejected.

The large and clear pieces of Gum Anime are frequently substituted for Gum Copal, and form a most beautiful and durable varnish, which is highly prized for its horny toughness.

The following are the quantities of Gum Anime imported and sold at the Company's sales in the years 1804 to 1808 inclusive, with the sale amount and average price per cwt.

Years.	March Sale		September Sale		Total.		Aver per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	76	366	90	704	166	1070	6	8	11
1805	309	2056	143	1237	452	3293	7	5	8
1806	137	688	131	641	268	1329	4	19	2
1807	885	3751	101	517	986	4268	4	6	7
1808	1086	1769	13	169	1099	1938	1	15	3

16 cwt. of Gum Anime are allowed to a ton. The permanent duty is £2 16s. per cwt. and the temporary or war duty 18s. 8d. per cwt. If manifested as Gum Copal, which it occasionally has been, it is liable to double the above duties.

ARRACK.

This spirituous liquor is manufactured at several places in the East Indies—Goa, Columbo, and Batavia. This is a branch of trade, of which the Dutch have almost deprived the Portuguese, the art of making it being transferred for the most part from Goa to Batavia. Goa arrack is both double and treble distilled; it is weaker than that of Batavia, but has a peculiar and agreeable flavour, which makes it preferred to the other sorts. The Columbo arrack is the most inferior.

There are various accounts of the materials used, and the mode of making arrack, and the disagreement of these accounts seems to arise from the general appellation of arrack being given in most parts of India to every kind of spirituous liquor. It is certain that the flavour of the several kinds of arrack differ as much from each other, as those of brandy, rum, or any other spirituous liquors of Europe. The Goa arrack is invariably made from a vegetable juice called toddy, which flows by incision from the cocoa-nut tree: when a sufficient quantity of toddy is procured, it is left to ferment, which it soon does; when the fermentation is over, and the liquor or wash is become a little tart, it is put into the still, and a fire being made, the still is suffered to work as long as that which comes over, has any considerable taste of spirit. The spirit thus procured is the low wine of arrack, and this is so poor a liquor, that it will soon corrupt and spoil, if not distilled again, to separate some of its phlegm: it is therefore immediately poured back into the still, and rectified to that very weak kind of proof-spirit in which state we generally find it. The arrack we meet with, notwithstanding its being of a proof-test, according to the way of judging by the crown of bubbles, holds but a sixth, and sometimes but an eighth part of pure spirit; whereas our other spirits, when they shew that proof, are generally esteemed to hold one half pure spirit.

Batavia arrack is obtained by distillation from rice and sugar: it is said that the Chinese junks import large quantities of samshew, a hot, fiery spirit from China, which is mixed with the arrack; but it is more probable that it is consumed by the numerous Chinese who reside in that settlement.

Arrack is seldom imported as an article of trade, though the East India Company allow 20 leagers to be brought in each ship, except in those from China, on paying the custom and excise duties, and to the Company 2 per cent. on the sale value, and 6d. per gallon; upon what exceeds that quantity, 2 shillings is charged. The proportional shares are as follow:

Commander	Gallons 1971
Chief Officer	256
Second ditto	205
Third ditto, Purser, and Surgeon, each 154 gallons	462
Fourth Officer	102
Fifth Mate, Boatswain, Gunner, and Carpenter, each 51 gallons	204

forming a total of 3,200 gallons, being 20 leagers, each of 160 gallons.

The following are the East India Company's Regulations for shipping Arrack, &c.

No arrack or other spirits are permitted to be shipped in India, or China, on any of the Company's ships returning to Europe, except such as shall be for the use of the ship's company on the voyage, or in the immediate privilege of the commander and officers.

Each cask or chest, shipped for the use of the ship's company, shall be marked "Stores," and each cask or chest, shipped on the private account of any of the officers, shall be marked with the name at length of the person to whom it belongs; and such casks or chests as shall not be so marked, shall be taken and deemed to be the property of the commander. In order to ascertain the sums to be charged, as hereafter mentioned, before the respective accounts shall be adjusted and passed the Court, the arrack and other spirits received into the warehouse, shall be the first private trade articles put up to sale by each ship.

Should those marked "Stores" be refused to be bought, or not sell for a sum equal to the King's and Company's duties, the difference shall be charged to the owners in their account of freight and demurrage.

Should those marked with the name of the respective officers of the ship, or those deemed to be the property of the commander, in the same manner, sell for less than the duties before specified, the difference shall be charged in their respective accounts of private trade; but should it so happen that an officer importing arrack or other spirits, has not a sufficient quantity of other goods to answer the deficiency arising as aforesaid, then in that case such officer shall not be employed again in the Company's service, until he has paid the amount of such deficiency into the Company's treasury.

The duties and drawbacks on arrack are the same as those on brandy.

The tonnage of arrack is calculated at 252 gallons per ton.

ARRANGOES

Are a kind of beads formed from the rough cornelian, chiefly in demand for the African trade, of various forms, barrel, bell, round, and are all drilled. The barrel shaped kind, cut from the best stones, are from two to three inches long, and should be chosen as clear as possible, whether red or white, having a good polish, and free from flaws; the bell shape are from one to two inches long, and inferior in every respect; the latter beads are made from very inferior stones, and are of little value. Considerable quantities were formerly imported, but in consequence of the abolition of the slave trade, the demand is now very trifling. The quantities sold are blended with cornelians.

20 cwt. of arrangoes, or arrango beads, are allowed to a ton. The permanent duty is £53 16*s.* 3*d.* per cent. and the temporary or war duty £17 18*s.* 9*d.* in all £71 15*s.* per cent.

AWL,

Or morinda, is a tree of a middling size, growing on the Coast of Malabar, and other parts of India, the root of which spreads, and strikes into the ground three or four feet; the trunk is used only for fuel. The roots, which are long and slender, are used as a dye in many parts of India; the colouring matter resides chiefly in the bark of the root. The small twigs which contain little wood, bear a higher price than the larger pieces, therefore the roots when dug up, are divided into three sorts, coarse, medium, and fine: the coarse sells for about a rupee per maund, the medium two or three, and the fine four rupees per maund. Independent of the consumption of this dye in the province of Malabar, large quantities of it are exported to Guzzerat, and the northern parts of Hindostan, to the amount of several lacs of rupees per annum. It is seldom imported into Europe. In the March sale, 1807, a quantity of 20 cwt. was sold for £26.

COIR

Is manufactured from the husks of the cocoa nut, composed of small strings and threads, which being soaked some time in water, become soft. When they are beaten, the other substance which is mixed amongst them, falls away like saw-dust, leaving only the strings: these are afterwards spun into long yarns, and rolled into balls. The cordage thus manufactured, is much esteemed in India, and preferred to that of Europe on some occasions, from its advantage of floating on the surface of the water.

COCULUS INDICUS,

Or Indian berry, grows in considerable clusters on large trees on the Malabar Coast. It is a small kidney shaped berry, having a wrinkled outside, with a seam running along the back, of a dark brown colour. It has a white kernel inside, of a most unpleasant taste. It is said that the principal use of the berry in England is to mix with malt liquors, in order to make them intoxicating; but this practice is now expressly forbidden by Act of Parliament. These berries should be chosen sound, dry, and clean, heavy, large, and free from stalks and dirt. The small and broken should be rejected.

The following are the quantities of Coculus Indicus imported and sold at the East India sales in the years 1804 to 1808 inclusive, with the sale amount and average price per cwt.

Years.	March Sale.		September Sale.		Total.		Average per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s.	d.
1804	480	1771	—	—	480	1771	3	19	9
1805	194	629	230	734	424	1363	3	4	3
1806	619	896	5	7	624	903	1	8	11
1807	47	70	92	166	139	236	1	13	11
1808	74	125	48	88	122	213	1	14	11

16 cwt. of Coculus Indicus are allowed to a ton. The permanent duty is £8 8s. per cwt. and the war duty £2 16s. per cwt. making in the whole £11 4s. per cwt.

CONESSI BARK

Is the bark of a small tree, growing on the Coast of Malabar, and Ceylon. It is of a blackish colour on the outside, covered more or less with a white moss or scurf, and of an austere and bitter taste. The bark of the small young branches which has the least moss or scurf, is preferred. It has but lately been brought into Europe, and is little known in the shops, though much esteemed in some parts of India.

CORNELIANS.

These stones are brought from Cambay, and are found in roundish oval masses, somewhat like our common pebbles, from 1 to 3 inches in diameter; they are of a close compact texture, and when cut, of a bright glossy surface; their colours are red, white, yellow, and variegated.

The colour of the red cornelian varies from the palest flesh colour, to the deepest blood red: this sort is most in demand, great quantities being consumed in the manufacture of seals, and other trinkets. They should be chosen of a deep clear and even red colour, free from cracks, flaws, and veins, and the larger and thicker they are, the more they are esteemed; those which are muddy, should be rejected. The white are scarce, and when large, thick, of an even colour, and free from flaws, are valuable. The yellow and variegated are but in little estimation, and should be rejected.

Necklaces, ear-rings, and other trinkets are manufactured at Cambay from cornelians, and are an article of trade to Europe; they should be chosen of pure clear colours, well cut, and free from cracks and flaws.

Cornelian stones are sometimes imported in their rough state from Bombay. In chusing them, such as are chipped should be rejected, as those have been tried and refused by the stonecutters at Cambay.

The following is the amount of the sale value of the various kinds of cornelian goods, *viz.* stones, necklaces, ear-rings, arrangoes, &c. sold at the Company's sales in the years 1804 to 1808 inclusive.

1804	£4914	1807	£11,187
1805	5990	1808	5,424
1806	1747	1809	no account.

20 cwt. of cornelians are allowed to a ton. The permanent duty on the manufactured articles is £53 16*s* 3*d*. per cent. and the temporary or war duty £17 18*s*. 9*d*. making in the whole £71 15*s*. per cent. The rough stones pay the same duty as unmanufactured goods.

COTTON WOOL.

Among the various raw materials that are produced in the British possessions in India, and which are exceedingly valuable and of great importance to our home manufactures, the article of fine cotton wool claims the pre-eminence over every thing else. The very cheap rate at which this article can be produced, renders it peculiarly desirable that encouragement should be given to its cultivation and importation. Though the cotton from the western side of India, commonly denominated Surat cotton, is the principal part of those imported, yet as cotton of very superior qualities may be produced in India, in quantity amply adequate to the consumption of Great Britain, it would obviously be the interest of this country to encourage the importation of the raw material, rather than the manufactures of India; and to that advantage would be added, what in the present situation of public affairs is an important consideration, the becoming independent of America, for an article actually of the first necessity in our manufactures.

Cotton is the soft and vegetable down which forms the covering or envelope of the seeds of the cotton plant. It is the spontaneous production of three parts of the globe, Asia, Africa, and America. It is imported from the West Indies, the Spanish and Portuguese settlements in South America, likewise Georgia, and the southern states of North America. The islands and shores of the Mediterranean long supplied Europe, and within these few years considerable quantities have been imported from Surat, Madras, and Bengal, and occasionally from the islands of Bourbon and Mauritius.

The cotton from these different quarters of the globe varies considerably in the colour, length, strength, and fineness of the fibre. White is in general considered of secondary quality. The cotton of the Levant is distinguished by its want of colour, and the chief part of that from North America is also white. Yellow, when not the effect of accidental wetting, or inclement season, is indicative of greater fineness. The cotton of the West Indies and of South America is called yellow, but inclines more to cream colour.

The East India cottons rank in the following order: Bourbon, Surat, Bengal, Madras.

I. Bourbon; this is the most even and uniform in quality of any other; it is of a long silky staple, very clean, and is the most valuable kind imported into England, except the Sea Island, Georgia.

II. Of the Surat cottons, the Ahmood is the best; the fibre is very fine, but not of long staple. The specimens upon which experiments have been made, fully prove, that if such cotton could always be imported, it would command a high price, and meet a ready market to the extent of 6,000,000 lbs. without interfering with the growth of our West India Islands. The other places are Baroach, Bownaghur, Surat, Jambooser, Oolasur, Hansoote, &c. The finest Ahmood cotton could have been purchased at Surat for 115 to 125 rupees per candy of 7 cwt. some years since, but lately, from the competition to the northward for cotton for the China market, it has risen to above 180 rupees per candy: even at that price it would answer as a remittance; but great advantages would be acquired by freeing the cotton of every particle of foulness,

as well as every mixture of tinged or inferior staple before it is packed up, leaving nothing to be made up into bales but the purest cotton, by which the value would be much increased in England, and the freight would be considerably reduced by the impurities left behind, which pay a freight, and are not only a great injury to the sale and value of the cotton, but the picking alone, which costs 3d. per lb. in England, could be performed for one penny in India.

It is impossible to be too attentive to the great object of shipping no cotton but what is perfectly clean; it should, in fact, be put into that precise state in which it is placed by the women of India previous to its being spun into yarn. The coarse and middling qualities should be rejected, as they do not suit the European market, not only on account of the high freight, but because it would be inexpedient to interfere with the system of the West India planters, who are increasing the culture of these qualities of cotton, and because it might in some degree interfere with the commerce in this article carried on with China.

III. The Bengal cotton imported is much like that of Surat, but of rather shorter staple, the superior kinds being reserved for the manufacture of muslins and other piece goods.

IV. Of Madras cotton but little is imported; it is in general dirty, containing much seed, which reduces its value in England very considerably. Small quantities are occasionally met with raised from Bourbon seed, which it resembles in staple, but falls far short in cleanness and colour.

The first mention we have of cotton as an article of trade, is in Hackluyt's collection of voyages, from a little work entitled "The Process of English Policy." After enumerating the articles which constitute the trade of England with various other countries, it states that "Genoa resorts to England in her huge ships, named carracks, bringing many commodities, as silk, paper, wool, oil, cotton, &c." This work was printed as early as 1430; and it is probable that much earlier than that period, England was supplied with cotton from the Levant. The Genoese possessed this trade till about 1511; from that period till 1534, according to Hackluyt, "ships of London and Bristol imported from Sicily, Candia, Cyprus, and other parts, silks, rhubarb, wines, oils, cotton wool, Turkey carpets, galls, and Indian spices." The Levant trade was soon after engrossed by the merchants at Antwerp, and till 1575 entirely abandoned by the English. After the sacking of Antwerp the English trade to the Levant revived, and in 1621 was in a flourishing state, as appears from the testimony of Mr. Munn, in his Treatise on the Trade of India, in which cotton is enumerated as one of the many articles imported from the Mediterranean.

From the above it appears evident that, previous to the discovery of America and the West Indies, and for some time afterwards, England, and probably all Europe, were supplied with cotton from the Levant. In 1641 it is stated that "the town of Manchester buys cotton-wool in London, that comes first from Cyprus and Smyrna;" whence it may be inferred that no considerable quantities were as yet imported from our West India islands. In 1660, a law passed prohibiting the landing any cotton the growth of our Asian, African, or American colonies, except in the English dominions.

Since that period the importation of cotton into Great Britain has progressively and rapidly increased, as will appear from the following statement, from which some idea may be formed of the astonishing and unexampled increase and prosperity of our cotton manufactures.

	Total lbs.	Average per annum.
Imported in 5 years 1701 to 1705 inclusive.....	5,854,407	.....lbs1,170,881
5 ..... 1716 to 1720	10,866,435	 2,173,287
5 ..... 1771 to 1775	23,822,945	 4,764,589
5 ..... 1776 to 1780	33,530,065	 6,706,013
5 ..... 1781 to 1785	54,709,671	 10,941,934
5 ..... 1786 to 1790	127,216,352	 25,443,270

In 1790 the quantity consumed in the manufactures was estimated at about 23 millions of pounds, of which about 13 millions were applied to calicoes and muslins, half that quantity to fustians, and the remainder to hosiery, candle-wicks, &c. The following are the quantities imported into Great Britain in the years 1791 to 1802 inclusive, specifying that from the East Indies, and that from other parts.

Years.	East Indies.	Other parts.	Total.
	lbs.	lbs.	lbs.
1791	3,472	28,703,203	28,706,675
1792	7	34,907,490	34,907,497
1793	760,372	18,059,848	18,820,220
1794	240,156	23,976,117	24,216,273
1795	268,666	25,804,786	26,073,452
1796	736,919	31,233,016	31,969,935
1797	1,353,971	21,820,785	23,174,756
1798	1,969,685	29,622,641	31,592,326
1799	6,934,631	36,279,203	43,213,834
1800	6,750,036	48,836,305	55,586,341
1801	4,252,509	51,508,314	55,760,823
1802	2,929,786	57,399,525	60,329,311

The following is an account of the quantities of cotton wool imported into Great Britain in the years 1794 to 1799 inclusive; from which may be derived a tolerably accurate idea of the relative quantities of the different kinds of cotton imported, and of the increased cultivation of each particular sort.

	1794	1795	1796	1797	1798	1799
	lbs.	lbs.	lbs.	lbs.	lbs.	lbs.
Denmark	—	193,835	157,484	45,608	31,225	485,401
Russia	—	5,744	7,652	1,724	4,451	8,801
Sweden	—	—	—	—	19,187	21,969
Poland	—	511	—	—	23,965	—
Prussia	—	—	—	21,243	9,908	1,048
Germany	57,562	307,986	1,475,163	1,125,072	1,533,232	3,501,005
Holland	2,118,165	571,317	12,000	161,171	23,505	—
Flanders	694,124	92,429	—	—	—	—
France	—	—	—	—	—	—
Portugal	3,954,112	5,831,337	8,025,674	4,997,277	6,233,643	8,130,613
Spain	561,930	1,472,128	1,736,701	134,972	211,133	—
Gibraltar	—	—	4,843	51,699	212,089	301,422
Italy	402,431	22,295	396,493	106,964	31,703	82,496
Turkey	4,596,481	1,221,035	1,404,959	195,071	236,961	336,118
Ireland	111,477	347,330	245,594	495,175	142,986	332,639
Isle of Man	—	—	—	—	—	383
Guernsey and Jersey	199,700	19,378	256,984	—	90,421	16,541
Asia	240,156	268,666	736,919	1,353,971	1,969,685	6,934,631
Africa	1,301	1,252	287	—	14,863	52,710
American States	250,873	870,703	3,416,332	3,232,649	5,992,577	7,170,219
British Colonies	988,280	1,172,846	1,341,391	1,140,546	1,108,669	656,068
British West Indies	7,485,534	10,451,749	7,494,237	5,746,291	6,869,938	6,857,620
Conquered Islands	1,944,743	1,979,562	3,410,557	3,566,396	5,596,905	6,044,015
Foreign West Indies	609,404	1,243,331	1,846,665	798,927	1,235,280	2,280,115
Total	24,216,273	26,073,452	31,969,935	23,174,756	31,592,326	43,213,834

The following is a statement of the quantities of cotton wool imported from the East Indies on account of the Company and individuals, in the years 1803 to 1809 inclusive, together with the sale value.

Years.	East India Company.		Individuals.		Total.	
	lbs.	£	lbs.	£	lbs.	£
1803	——	——	1,789,984	67,073	1,789,984	67,073
1804	——	——	2,484,920	117,572	2,484,920	117,572
1805	——	——	284,674	19,318	284,674	19,318
1806	——	——	2,696,582	141,446	2,696,582	141,446
1807	——	——	3,597,699	165,257	3,597,699	165,257
1808	245,483	25,996	5,175,362	193,120	5,420,845	219,116
1809	2,769,443	157,686	3,665,038	228,995	6,434,481	386,681

The following is an account of the prime cost and expences of 400 bales of cotton imported from Bombay to London, in a country ship, having the East India Company's permission to proceed to Europe.

400 bales cotton ..... Gross weight, Cwt.	1364	3	26		
Tare at 16½lbs. per bale	58	3	20		
Net weight, Cwt.	1306	0	6		
Making Surat candies 186,579 dec. at 180 rupees per candy ..... Rupees				33,584	1 8
Charges—Repacking 400 bales at 1 rupee ..... Rupees	400	0	0		
Screwing ditto at ditto	400	0	0		
Lacing ditto at 2 ditto	800	0	0		
400 new wrappers at ¼ ditto	300	0	0		
Sewing and packing after being screwed	31	1	0		
4 mds. twine for sewing at 7½ rupees	30	0	0		
Cooley women employed in sewing	6	1	60		
Cooley hire 400 bales from Green to screws	25	0	0		
Ditto 400 bales from screws to Bunder	50	0	0		
Weighing 400 bales	12	0	0		
Loading into boats	12	0	0		
14 double boats for ditto, at 4 rupees	56	0	0		
Commission on Rupees 33584 1 8, at 5 per cent.	1679	0	80		
				3,801	3 40
Rupees				37,386	0 48
Exchange at 2s. 6d. per Bombay rupee is ..... £				4673	5 3
Premium of insurance on £5,000 to cover prime cost and insurance at 7 per cent. ..... £	350	0	0		
Policy duty at 5s. per cent	12	10	0		
				362	10 0
Tonnage occupied by 400 bales, 102 tons, 25 feet, freight £22 15s. per ton, payable 90 days after the ship's arrival				2,332	2 9
Total ..... £				7,367	18 0

The net weight of the above 400 bales at the sales, was 146,043lbs. The sale amount, £6842 3s. 4d. subject to the usual deductions. The freight thereon amounted to about 4d. per lb.

EUPHORBIUM

Is the concrete resinous juice of a prickly shrub, growing in Malabar and various parts of India. It is in tears of an irregular form, some of which are found, on being broken, to contain little thorns, twigs, &c. others are hollow without any thing in the cavity; the tears are of a bright light yellow, between a straw and a gold colour on the outside, and white within; easy to break, having but little smell, but the taste is violently sharp and acrimonious. It is to be chosen dry, clean, and of a bright colour; its acrid taste is the great mark of its goodness, and this ought to be such as to inflame the whole mouth, on holding a very small piece therein for a short space of time.

FISH MAWS

Are an article of trade from various parts of India to China, where they are much esteemed. In chusing them care should be taken that they are properly cured, or they will be subject to decay, and not be worth the freight; the largest are to be preferred.

FOLIUM INDICUM,

Or Malabathrum, is said to be the leaf of the cassia lignea tree. The leaf is large, of an oblong figure, smooth and glossy on the upper side, and less so on the lower. Its colour is a dusky green on one side, and a pale brown on the other. It is furnished with three ribs, running its whole length, very protuberant on the lower side; and it has two smaller ones near the edges. Its smell, while fresh, is aromatic and agreeable, somewhat resembling that of a mixture of cloves and cinnamon; its taste is rather acrid and bitterish, but very aromatic; when chewed, it renders the saliva slimy and glutinous. The more aromatic the flavour, the warmer the taste, and the fresher and better, the more it is esteemed.

8 cwt. of Folium Indicum is allowed to a ton.

HEMP.

The Island of Salsette produces two sorts of this commodity; one resembles the Bengal Paut, the leaves and young fruit of which are used as food, and the fibrous part employed in several kinds of cordage. The other resembles the Sunn of Bengal, and is much esteemed for its strength and durability, being preferable to that of Bengal for cotton ropes, where very great strength is necessary; it is the best substitute for hemp yet known, and could the cultivator be ensured a certain price, and a ready market for the commodity, very large quantities would be produced. It has occasionally been imported both by the East India Company and individuals; but the heavy freight it is subject to, has prevented it being a profitable remittance. The purer and cleaner it is when packed, the more it is esteemed.

Hemp in its rough state pays a duty of 5s. per ton of 20 cwt. The tonnage is calculated at 50 cubical feet to a ton.

LIGNUM COLUBRINUM,

Snake wood, or snake root, is the woody part of the tree which produces Nux Vomica. It is of a heavy close substance, covered with an iron coloured bark, of a yellow colour internally with whitish streaks. In rasping or scraping, this wood emits a faint, but not disagreeable smell; when chewed for some time, it discovers a very bitter taste. It should be chosen in ponderous sound pieces, about a foot and a half long, free from worms and dust. It is seldom imported from the East Indies.

MANGOES.

This fruit, when fully ripe, is yellowish or reddish, replete with a fine agreeable juice, having a large stone; it cuts like an apple, but more juicy. Mangoes are sent to Europe as a pickle, and are prepared in the following manner; when nearly ripe, they are cut in two, the kernel taken out, and the vacant space filled with chillies, garlic, ginger, &c. after which they are put in vinegar, and sent as presents to Europe and elsewhere. They should be chosen of a bright yellow colour, firm and fleshy, free from fibres, and of an agreeable smell; and care should be taken to fill the cask full of pickle, or they will be apt to spoil on the voyage. The permanent duty is 3s. per gallon, and the war duty 1s. making in the whole 4s. per gallon.

Mode of forwarding Mangoe Plants to Europe.

The vegetative quality of the stone or kernel not seeming to be long preserved, the readiest method of obtaining the plants in Europe is to set a quantity of the nuts in a tub of earth, and when the plants are grown a foot high, to ship them, placing a covering to protect them from the spray of the sea, being very careful not to water them too much on the passage. When the ship arrives in a cold climate, they should be screened from the cold.

NUX VOMICA

Is the produce of a middling sized tree, growing plentifully on the Malabar Coast; the berry, or fruit of which is about the size of an apple, covered with a hard shell, somewhat resembling the pomegranate, of a rich beautiful orange colour when ripe; filled with a pulp containing the seeds, or Nux Vomica; these are flat and round, about an inch broad, and of the thickness of a dollar, on both sides prominent in the middle, of a grey colour, covered with a woolly kind of matter, internally hard and tough like horn, having a taste considerably bitter, with very little smell. Chuse such as are large, clean, and new, free from dust and dirt, rejecting the decayed and worm-eaten. An extract of Nux Vomica has been recently imported from India; but to what use it has been applied, is uncertain.

The following are the quantities of Nux Vomica imported from India, and sold at the Company's sales in the years 1803 to 1808 inclusive, together with the sale value and the average price per cwt.

Years	March Sale.		September Sale.		Total.		Aver. per Cwt.		
	Cwt.	£	Cwt.	£	Cwt.	£	£	s	d
1803	—	—	722	767	722	767	1	1	3
1804	168	190	—	—	168	190	1	2	7
1805	9	10	—	—	9	10	1	2	3
1806	—	—	6	8	6	8	1	6	8
1807	145	189	—	—	145	189	1	6	1
1808	101	97	—	—	101	97	0	19	2

15 cwt. of Nux Vomica is allowed to a ton. The permanent duty on it is £4 4*s*. per cwt. and the temporary or war duty £1 8*s*. making in all £5 12*s*. per cwt.

PEACOCKS' FEATHERS.

This bird is found in its wild state in several parts of India. Its beautiful feathers are much used among the Chinese to make the raised work of birds. They should be chosen perfect and not rumpled. The centre feather of the tail, which is sometimes four feet long, is much esteemed, being decorated with what is called the eye, a brilliant spot beautifully enamelled with a variety of colours.

PEPPER is the produce of a vine, which in its own climate is a hardy plant, growing readily from cuttings or layers, rising in several knotted stems, twining round any neighbouring support, and adhering by its fibres, that shoot from every joint at intervals of 6 to 10 inches; if suffered to run along the ground, these fibres would become roots, but in this case it would not bear, the prop being necessary for encouraging it to throw out its prolific shoots; it climbs to the height of 20 feet, but thrives best when restrained to 12 or 15, as in the former case the lower part of the vine bears neither leaves nor fruit, whilst in the latter it produces both from within a foot of the ground; the stalk soon becomes ligneous, and in time acquires considerable thickness. The leaves are of a deep green and glossy surface, heart shaped, pointed, not pungent to the taste, and have but little smell. The branches are short and brittle, not projecting above two feet from the stem, and separating readily at the joints; the blossom is small and white, the fruit round, green when young and full grown, and turning to a bright red when ripe, and in perfection. It grows abundantly from all the branches, in long small clusters of 20 to 50 grains, somewhat resembling bunches of currants, but with this difference, that every grain adheres to the common stalk, which occasions the clusters of pepper to be more compact, and it is also less pliant. It is generally propagated by cuttings from the horizontal shoots that run along the ground. The plant begins to bear about the third year, is esteemed in its prime in the seventh, which state it maintains three or four years; it then gradually declines for about the same period, until it is no longer worth keeping: generally speaking, the pepper plant produces two crops in a year, but the seasons are subject to great irregularities. As soon as any of the berries redden, the bunch is reckoned fit for gathering, the remainder being then generally full grown, although green; it is then gathered, and spread on mats in the sun; in this situation it becomes black and shrivelled as we see it; and as it dries, is hand-rubbed occasionally, to separate the grains from the stalks. That which has been gathered at the properest state of maturity, will shrivel the least; but if plucked too soon, it will in a short time, by removal from place to place, become broken and dusty.

Pepper is produced on the Malabar Coast, on Sumatra, and many other of the Eastern Islands; it is an article in which a considerable trade is carried on with the British settlements in India, with China, and with the different maritime powers of Europe.

The Malabar pepper is esteemed the best; next that of the west coast of Sumatra; and lastly, that produced on the Malay Peninsula, Java, and the neighbouring islands; of the whole, that from Palembang and from Borneo, is considered the worst.

There are two denominations of Pepper in commerce, black and white.

Black Pepper is of two sorts, light and heavy; the former in its original state having a number of bad grains, sticks, and dirt in it: this is carried to China, but should be rejected for the European markets. That which is well garbled and clean, having the stalks, bad grains, and other impurities taken out, is denominated heavy pepper, and is the sort usually brought to Europe. Pepper should be chosen of a pungent smell, extremely hot and acrid to the taste, in large grains, firm, sound, and with few wrinkles, of which it will always have some. Reject that which is much shrivelled and small grained, or which, on being rubbed, will break to pieces.

White Pepper is also of two sorts, common and genuine: the former is made by blanching the grains of the common black pepper. For this process the best and soundest grains are selected, and steeped in water. In about a week the skin bursts, which is afterwards carefully separated by drying in the sun, rubbing between the hands, and winnowing. But little of this sort is prepared, the price in England fluctuating much, being frequently as low as the black pepper; but the white has this obvious recommendation, that it can be made of no other than the best and soundest grains, taken at the most perfect state of maturity. The genuine white pepper, as it is called, is composed of the blighted or imperfect grains picked in small quantities from the heaps of black pepper, and retains more of the qualities of the black than the manufactured sort does.

Pepper was in demand in England long before the East India Company was established; it was obtained partly from Lisbon, and partly through the medium of the Levant or Turkey Company. The supply from Lisbon was checked by the war which took place with Spain at the latter end of the sixteenth century; and the Dutch, by supplanting the Portuguese, having obtained a considerable share in this branch of eastern traffic, the article rose in the British market from 4s. to 8s. per lb. In 1592, by the capture of the Spanish carrack, Madre de Dios, a large quantity which formed part of her cargo, lowered the price considerably. This capture in a great degree led to the determination of entering upon a trade to the East Indies, direct from this country. For many years after the Company's establishment, pepper formed the most important article of their imports. As the early voyages were made upon separate accounts, it would be difficult, if not impossible, to ascertain with any degree of accuracy the quantities procured, or whether they were more or less than competent to the home demand; the probability is, that England very early participated in the supply of the continent.

In 1615, Sir Dudley Digges, in reply to an attack which had been made upon the Company's trade, stated the annual consumption of this country at 450,000lbs. per annum. If Sir Dudley was correct in this assertion, pepper must have been at that time in more general use than at subsequent periods.

In 1621, Mr. Munn stated the annual consumption of Europe to be 6,000,000lbs.

In 1623, Malynes, in his "Centre of the Circle of Commerce," quotes the cost price of pepper in India at 2¼d. per lb. and the sale price at 1s. 8d. About this time the price of pepper at Lisbon was 2s. per lb. The Dutch at this period state that pepper cost at Java from 5 to 7 dollars a pecul.

Among the expedients to which King Charles II. in his necessity was compelled to have recourse, was his obliging the East India Company to sell to the Crown the whole pepper which was in their warehouses, amounting to 607,522 lbs. which was bought by the King on credit at 2s. 1d. per lb. or £63,283 11 1. This pepper was sold to different merchants for ready money, at 1s. 8d. per lb. or £50,626 17 1; and many years elapsed before the Company could get their account finally adjusted.

In the seven years, from 1664 to 1670, the quantity of pepper imported was 9,426,387 lbs. or on an average 1,346,669 lbs. per annum, by which it is evident that, making a large allowance for the home consumption, there must have been considerable quantities exported.

In 1675–6, it appears that ginger had become a substitute for pepper, and the sale of pepper, in Italy, Turkey, or the North of Europe had failed, on account of the wars in Poland, and the price had fallen to 7d. per lb. in England. The Company sent instructions abroad fixing the purchase price at 2¼d. or at the most 3d. per lb.

In 1680, Mr. Papillon, who wrote a treatise on the East India Trade, states the quantity of the pepper annually consumed in this country at 180,000 lbs. at 8d. per lb. £6,000.

In the infancy of the Company's concerns, their investments of pepper were chiefly provided at Acheen, Bantam, Borneo, Jambee, Jacatra, the present Batavia, Macassar, Priaman, Patany, Siam, Succadana, and other places in the eastern seas. Their principal factory was at Bantam, to which all the others were subordinate. The voyages were circuitous, and articles were bought and sold as markets offered. After disposing of European goods on the Coasts of Coromandel and Malabar, they took in some articles of piece-goods for a part of their returning cargo, and others for traffic among the eastern islands, with which they obtained pepper to complete their lading for Europe.

In 1683, the English, through the intrigues of the Dutch, were compelled to withdraw from Bantam, upon which they settled at Bencoolen, upon the island of Sumatra, and built a strong fort; here they remained about thirty-six years, when being disposed to quit it in favour of a more salubrious spot, at a few miles' distance, the natives in 1719 entered into a conspiracy, and drove them off the island. In the next year they returned, and without molestation completed the present Fort Marlborough, which the Company have retained, except during the short interval that the French deprived them of it in the year 1760.

In 1722, the duty on pepper for home consumption was reduced from 2s. to 4d. per lb.

In 1730, the Dutch imported into Holland, 3,145,392 lbs. black, and 3,904 lbs. white pepper, and in 1732, their imports amounted to 1,419,427 lbs.

In 1742, the importation of pepper into France was stated to amount to 595,377 lbs.

On Sumatra, the natives who live under the Company's government, are by compact, which is deemed the price of their protection, required to cultivate a fixed number of pepper vines, in proportion to their families. The produce of these vines is supplied to the Company at a stipulated rate of price: this was formerly 10 dollars, but has been increased to 15 dollars the bahar. The average quantity procured at the Company's settlements in the years 1795 to 1800, was 1004 tons per annum. The prime cost of the cargoes, chiefly pepper, during the same period, amounted to 473,270 dollars, or 94,654 Spanish dollars per annum. In 1801, from the small quantities of pepper collected on the coast of Sumatra, and the heavy expence attending that establishment, the East India Company issued orders to withdraw the out-settlements, and to give every encouragement to the natives to transport the pepper produced in their several districts in their own boats to Fort Marlborough, where it should be paid for at a fair market price.

Pepper is also produced on the Coast of Malabar, of which it is the principal article of commerce. Previous to the invasion of Hyder in 1764, the province produced annually from 15 to 20,000 candies of 640 lbs. Of this, it is conjectured, full one-third was taken off by various Indian markets, and the remainder exported to Europe. Formerly the English and French were the principal purchasers. The English made theirs at Tellicherry, and the French at Mahe, and their concerns were so discreetly managed, as to avoid overbidding each other, by which they obtained the commodity at a fair and reasonable price.

In 1732, the English Company procured to the extent of 6,000 candies, at 68 rupees per candy, though the price was afterwards raised to individuals to 77½ rupees; from 1740 to 1750 it got up to 80. In 1765, the produce began to diminish, by which the price rose from 100 to 120 rupees.

Upon the abolition of the French East India Company, Mahe became a free port, and was resorted to by various descriptions of purchasers, whose eagerness of competition naturally produced a further increase of price. From 1776 to 1780, pepper sold at from 115 to 130 rupees, and upon the conclusion of the peace in 1783, it got up to 155 rupees per candy.

In 1790, upwards of 1100 candies were procured at Tellicherry, at from 125 to 150 rupees per candy, and in 1791 the quantity was doubled. In August, 1790, a contract was made at 165. From 1789 to 1793, about 4000 candies were annually exported from that place. In 1793, the price of pepper was as high as 220 rupees a candy, and the Company's resident made a contract for 4,000 candies at 200 rupees. The extravagant price to which the article had thus arrived, called for serious investigation, and upon enquiry was found to result from the improvident conduct of one of the Company's servants. Upon his removal, his successor almost immediately effected a reduction of the price to 160 rupees; since that period it once fell to 130, and expectations were held out that it would be reduced still lower: even that price is too low to enable the cultivator to thrive.

The quantity of pepper exported from the Company's warehouses at Tellicherry in 1797 was, 6225 candies; in 1798, 4778 candies; and in 1799 and 1800 about 1140 candies each year.

Upon the Company obtaining possession of Malabar, plans were suggested for securing to them the whole of the pepper produced therein; but on trial they entirely failed of effect, and a free trade is now allowed in pepper, as well as in all other articles of produce on the Coast of Malabar.

In 1795, a treaty was concluded with the Rajah of Travancore, in which it was stipulated that a subsidiary force should be furnished by the Company for the use of the Rajah, for which a sum was to be paid annually, equivalent to the expence of the same. No payment was made under the treaty till 1798–9. From that period to 1806 the amount of the subsidy, fixed at £42,914, has been annually realized in the

way of set off, in the account with the Rajah for pepper, furnished by him under contract at the price of about 125 rupees per candy. In 1808, in consequence of the price of pepper having fallen from the continuance of the war, a requisition was made to the Rajah, that the future payment of the subsidy should be in money instead of pepper. This occasioned a misunderstanding between the two Governments, which brought on a war, and terminated in the British forces overrunning the greater part of Travancore, which was restored to the Rajah on the conclusion of a peace.

The following is the official value of pepper imported into the British settlements in 1805.

Bengal	Sicca Rupees 11,35,111
Fort St. George, and its dependencies	4,19,829
Bombay and Surat	3,03,210

Of the amount of the Bengal imports, 10,36,703 Sicca Rupees was from Prince of Wales's Island, Sumatra, and other places to the eastward.

Of the Fort St. George imports 300,000 Sicca rupees was from the above places; the rest from the southern parts of Coromandel, Ceylon, &c. Those of Bombay are not particularized.

The following are the quantities of pepper imported, and sold at the East India sale; likewise the sale value, the quantities exported, and those retained for home consumption, from 1770 to 1800.

Years. from 25th March.	Imports. lbs.	Sale Amount. £	Exported. lbs.	Home Consumpt. lbs.
1770 to 1779	23,538,798	1,263,712	18,601,648	4,937,150
1780 to 1789	22,688,222	1,316,835	17,579,468	5,108,754
1790 to 1799	39,403,337	2,648,723	32,721,024	6,682,353

The following is a statement of the quantities of pepper imported and sold on account of the East India Company and individuals, at the Company's sales in the years 1803 to 1809 inclusive, together with the sale value, and the quantities retained for home consumption.

Years.	East India Company.		Individuals.		Total.		Home Consum.
	lbs.	Sale value.	lbs.	Sale value.	lbs.	Value.	lbs.
1803	5,407,314	224,526	1,253,609	45,876	6,660,923	270,402	736,391
1804	3,506,764	141,588	1,094,133	41,189	4,600,897	182,777	776,216
1805	3,169,244	120,748	250,722	8,771	3,419,966	129,519	673,497
1806	1,210,760	38,266	56,357	1,552	1,267,117	39,818	808,232
1807	2,149,287	75,389	345,511	19,918	2,494,798	95,757	805,942
1808	1,380,243	70,249	2,410	271	1,382,653	70,520	878,650
1809	1,153,986	50,476	114,483	4,762	1,268,469	55,238	884,166

In the foregoing statement of sales, the white pepper is blended with the black; the average quantity imported of the former is about 80,000lbs. per annum.

16 cwt. of pepper is allowed to a ton. The permanent duty on pepper is 1s. 3d. per lb. and the temporary or war duty 5d. making in the whole 1s. 8d. per lb.

The customs received on pepper drawn for home consumption during the above period, 1803 to 1809 inclusive, have amounted to £359,057, or on an average, £51,294 per annum.

Pepper abounds in so many parts of India, it has never been monopolized like the other spices; the imports into Europe have always been considerable, and will no doubt continue so, as it will probably remain in general demand by all ranks and conditions of people.

The following are the quantities of black and white pepper imported into Holland, and sold by the Dutch East India Company, for seven years, 1785 to 1791, both years inclusive.

Years.	Black Pepper.		White Pepper.		Total.	
	lbs.	£	lbs.	£	lbs.	£
1785	4,876,403	310,515	42,145	3,930	4,918,548	314,445
1786	3,557,144	222,325	38,773	3,565	3,595,917	225,890
1787	2,990,292	183,495	48,427	4,385	3,038,719	187,880
1788	1,652,419	103,275	57,360	5,190	1,719,779	108,465
1789	2,069,518	122,820	23,500	2,135	2,093,018	124,955
1790	2,956,589	178,060	83,775	7,615	3,040,364	185,675
1791	2,860,417	195,225	24,450	2,220	2,884,867	197,445

being on an average 2,994,683 lbs. black, and 45,464 lbs. white pepper per annum, of which 623,452 lbs. were annually imported from Ceylon.

PIECE GOODS

Are manufactured of various dimensions and qualities at Baroach, Jumbaseer, Amedabad, and other places in Guzzerat, and to the northward of Bombay. They are usually denominated Surat piece goods, and exported from thence and Bombay to Europe, the Arabian and Persian Gulfs, the Malay Coast, and various other parts of India: they are in general coarse coloured goods, and prohibited for home consumption in Great Britain.

The demand for Surat piece-goods has much decreased in Europe, in consequence of the improved state of the British manufactures, which have materially interfered with them; and from the abolition of the slave trade, the demand for the African market is much reduced.

The following are the species imported into England from Bombay, with the number of pieces allowed to a ton.

Annabatchies	R 400	Long cloths, half pieces	320
Bombay stuffs	R 400	Lemmannees	R 800
Byrampauts	400	Musters	400
Bejutapauts	R 400	Nunsarees	R 400
Brawls	1200	Neganepauts	400
Betellees	400	Niccannees, large	600
Chelloes	R 400	Ditto, small	600
Chintz, of sorts	R 400	Salempores	400
Dooties	R 400	Stuffs, brown	R 400
Guinea stuffs, 4½ yards each	1200	Tapseils, large	400
Long cloths, whole pieces	160	Ditto, small	600

N. B. When the letter R is set against pieces of 400 to a ton, it shews those goods are to be reduced, or brought to a standard of 16 yards long, and 1 broad; where it is against pieces of 800 to the ton, to 10 yards long, and 1 broad.

Example.—1000 pieces of 12 yards long, and 1⅛ broad, at 400 pieces to the ton, make 844 pieces, or 2 tons, 44 pieces, and 1000 pieces of 10½ yards by 1⅛, at 800 to a ton, are 1181 pieces, or 1 ton, 381 pieces.

The particular kinds of piece goods suitable to the markets in various parts of India, are enumerated under the respective places.

Considerable quantities of Surat piece goods were imported into Europe by the French and Dutch previous to the war. In 1791 there were sold at L'Orient 65,025 pieces, the sale amount of which was £45,678 1*s.* 6*d.*

The following is a statement of the quantities of Surat piece-goods, imported and sold at the East India Company's sales for twenty years, 1771 to 1790 inclusive, with the sale amount.

Years.	Pieces.	Sale Amount.	Years.	Pieces.	Sale Amount.
1771	131,198	91,300	1781	33,144	23,129
1772	147,029	87,176	1782	36,597	29,403
1773	58,138	65,231	1783	82,966	79,944
1774	38,366	54,798	1784	31,130	22,607
1775	47,405	62,355	1785	26,767	18,963
1776	18,822	13,308	1786	——	——
1777	83,024	48,468	1787	41,882	28,560
1778	61,285	32,207	1788	41,806	29,937
1779	31,525	13,230	1789	44,715	33,357
1780	18,605	11,349	1790	33,131	9,639

Within these few years, considerable quantities of coarse white piece-goods have been manufactured in the Travancore country, and shipped for England from Anjengo; they are blended in the accounts made up at the East India House with those of Surat.

The following is an account of the sale amount of Surat and Anjengo piece-goods at the East India Company's sales, for ten years, 1798–9 to 1807–8 inclusive.

Years.	Sale Amount.	Years.	Sale Amount.
1798–9	£193,202	1803–4	£91,218
1799–0	177,901	1804–5	14,679
1800–1	205,283	1805–6	84,617
1801–2	11,751	1806–7	92,755
1802–3	184,436	1807–8	36,381

PUTCHOCK.

Of this article considerable quantities are annually sent from the western side of India to China, where it is used in their temples, having, when burnt, a pleasant and grateful smell. It is in general full of sticks and dirt. The Dutch always garble theirs, but the English do not, and are in consequence obliged to make an allowance of from 15 to 25 per cent. for waste and dirt. The Company's ships proceeding from Bombay to China, seldom purchase this article on their own account, but carry it on freight.

RADIX LOPEZIANA

Is a root produced on the Malabar Coast, and brought from Goa, in pieces about two inches thick, of which the woody part is lightish and white, the medullary part more dense and reddish. The bark is rough, wrinkled, brown, soft, and apparently woolly, covered with a paler cuticle, neither has it any striking smell or taste. When boiled in water, it has no smell; the liquor is of a yellow hue, almost insipid, impressing the tongue with a very light bitterness. In diarrhœas this root is regarded as a medicine of great efficacy.

SANDAL WOOD.

The tree which produces sandal wood, grows only on the Malabar Coast, the Island of Timor, and one or two islands in the eastern seas; but the Malabar is the best. The tree has something of the appearance of a large myrtle, with stiff branches; its leaves, which are about two inches long, and three quarters of

an inch broad, are like those of the privet, smooth and shining; it bears a small red flower, and the berry is about the size of a pea, smooth, juicy, and black, when ripe. The common size of the tree at the root, when it is cut, is about nine inches in diameter, but sometimes considerably larger. When the trees are felled, the bark is taken off; they are then cut into billets, and buried in a dry place for two months, during which period the white ants will eat the outer wood without touching the heart, which is the sandal; it is then taken up and smoothed, and according to their size, sorted into three kinds. The deeper the colour, the higher is the perfume; and hence the merchants sometimes divide sandal into red, yellow, and white; but these are all different shades of the same colour, and do not arise from any difference in the species of the tree. The nearer the root, in general the higher is the perfume. The billet nearest the root is commonly called root-sandal, and is of a superior quality.

Sandal wood is sorted into three sizes. Before the year 1797, that was reckoned of the first size, of which 35 billets made a candy of 560lbs.; the second size 45 pieces, and the third size, 55 pieces. Since the year 1797, the sizes have been reduced; the first sort now contains 65, the second sort 72, and the third sort 90 pieces to a candy: all pieces smaller than these, all rent and knotty pieces, whatever may be their size, together with cuttings, roots, and the like, are called Carippu, and form a fourth sort. The chips which are removed in polishing the logs, form a fifth assortment. The three first only are sent to China. The Carippu is chiefly sent to Bengal and Muscat, and the chips to Cutch and Muscat.

The produce of the coast is said to be about 2000 candies per annum, sometimes more. The Company used to send about 800 candies to China; all the remainder was sent by private traders to Bengal, Bombay, Cutch and Muscat. The Company's resident makes the purchase from the merchants on the sea-coast for ready money. These have always on hand a considerable stock, as sandal rather improves by keeping.

The prices paid on account of the Company from 1794 to 1800 were as follow:

1794.....	1st sort.....	45 pieces to a candy.....	200 Rupees per candy.
	2d ditto	55 ditto	180 ditto.
1797.....	1st sort.....	65 ditto	150 ditto.
	2d ditto	72 ditto	147½ ditto.
	3d ditto.....	90 ditto	145 ditto.
1798.....	The prices paid this year were the same as in the year 1797.		
1799.....	The prices paid were the same as in the two preceding years.		
1800.....	1st sort.....	37 pieces to a candy.....	149 ditto
	2d sort	55 ditto	127 ditto.

In chusing sandal wood, the larger pieces should be selected, free from knots, rents, or cracks, of a close texture, and fine grain; of a dark yellow colour, an extremely sweet smell, and the outer bark clean off. The smaller pieces, and such as are decayed, and have white wood about them, should be rejected. Particular care should be taken that a wood much resembling sandal is not mixed with it, which when cut, has neither scent nor colour; it is a species of citron wood, and being in large pieces, it more frequently happens that the larger logs are changed than the smaller ones; and you are liable to the same imposition in sending it from the ship to Canton, unless a very sharp look-out is kept in the boats.

Sandal wood is never brought to Europe as an article of trade; a few logs are sometimes brought by individuals as presents or for their private use. 20 cwt. of it are allowed to a ton. The permanent duty on sandal wood is 6d. per lb. and the war duty 2d. making in the whole 8d. per lb.

The tonnage of sandal wood is generally computed by weight, allowing 20 cwt. to a ton; but the measurement, even when piled up carefully, far exceeds the weight. For instance, 20 cwt. of the 3d sort of

sandal wood consisted of 254 pieces, and measured 6 feet 2 inches long, 3 feet high, and 5 feet deep, making 92½ cubical feet; so that 100 tons of sandal wood at 20 cwt. to the ton, actually occupies 185 tons, at 50 cubical feet to the ton.

Of the first sort, 19 pieces weighed 3 cwt. 19 lbs. and measured 2 feet 6 long, 2 feet 4 inches broad, and 1 foot 9 inches high, making cubical measurement 10½ feet, which makes the 20 cwt. equivalent to 64$\frac{6}{10}$ cubical feet; so that 100 tons of the first sort of sandal wood occupies 129½ tons, at 50 cubical feet to the ton.

OIL OF SANDAL WOOD

Is prepared from the chips and waste of the wood, and is sometimes to be procured of a very superior kind, nearly equal to the Turkey oil of roses, and very different from the common sort usually met with in India. The best is about the consistence of castor oil, of a lightish yellow colour, and of a high and fragrant smell; it sinks in water, readily dissolves in spirits of wine, and does not congeal except in cold weather. That which is thick, glutinous, and dark coloured, should be rejected.

The permanent duty of oil of sandal is £51 5s. per cent. and the temporary or war duty £17 1s. 8d. in all £68 6s. 8d. per cent.

SESAMUM.

This plant is small and annual, and yields seeds, from which an oil is extracted in many parts of India, that will keep many years, and not acquire any rancid smell or taste, but in two years become quite mild; so that when the warm taste of the seed, which is in the oil when first drawn, is worn off, it is used for all the purposes of salad oil. It is in common use in China and Japan.

SHAWLS

Are manufactured in Cashmere, and from thence forwarded to Surat, Bengal, and other parts of India. The wool of which they are manufactured, is not produced in the country, but brought from Thibet; it is originally of a dark grey colour, and is bleached in Cashmere. The yarn of this wool is stained with such colours as may be judged best suited for sale, and after being woven, the piece is once washed. The borders, which usually display a variety of figures and colours, are attached to the shawls after fabrication, but in so nice a manner, that the junction is not discernible. The texture of the shawl resembles that of the shalloon of Europe, to which it has probably communicated its name. The shawls usually consist of three sizes, two of which, the long and the small square, are in common use in India, and are the sorts usually imported into England; the other, long and very narrow, with a large mixture of black colour in them, are worn as a girdle by many of the Asiatics. They are generally sold in pairs, and the price varies according to the quality, it being considerably enhanced by the introduction of flower-work. For the English market, those with coloured grounds and handsome rich borders and flowers, are most esteemed; the plain white shawls being closely imitated in England, are seldom in demand.

SQUILLS,

Commonly called the sea-onion, are knotty, crumpled, bulbous roots, like the onion; they are large, conical, consisting of fleshy scales, thin at each edge, surrounded by others dry and shining. They should be chosen plump, sound, fresh, and full of juice, and care should be taken that they are free from worms; having the outward skin taken off, of a red colour, with but little smell, full of a bitter clammy juice, nauseous, acrid, and bitter, and if much handled, ulcerates the skin.

TURBITH

Is the cortical part of the root of a species of convolvulus, brought from the East Indies in oblong pieces of a brown or ash colour on the outside, and whitish within. At first it makes an impression of sweetness on the taste, but when chewed for some time, betrays a nauseous acrimony. The best is ponderous, not wrinkled, easy to break, and discovers to the eye a large quantity of resinous matter.

16 cwt. of Turbith are allowed to the ton. The permanent duty is £8 8s. per cwt. and the temporary or war duty £2 16s. making in the whole £11 4s. per cwt.

ZEDOARY

Is produced in Ceylon and Malabar, and brought from thence in oblong pieces of a moderate thickness, and two or three inches long, or in roundish pieces about an inch in diameter, externally wrinkled, and of an ash colour, but internally of a brownish red; its smell is agreeable, and its taste aromatic and somewhat bitter; it impregnates water with its smell, a slight bitterness, a considerable warmth and pungency, and a yellowish brown colour. Chuse such roots as are heavy and free from worms, rejecting those which are decayed and broken.

16 cwt. of Zedoary is allowed to a ton. The permanent duty is £4 4s. per cent. and the temporary or war duty £1 8s. making in the whole £5 12s. per cent.

CHAPTER XIV.

Coast of Concan.

Coast of Concan; its Extent—Bancoot, or Fort Victoria—Severndroog—Gheriah—Description; Melundy, or Malwan—Pirates—Goa; Description—Coins, Weights, and Measures—Commerce—Commerce between the Coast of Concan and the British Settlements—Historical Facts relative to the Rise and Progress of the Discoveries and Conquests of the Portuguese in the East Indies.

THE western side of the Peninsula of India is generally called the Malabar Coast. This appellation belongs properly to the southern part, for the whole extent comprehends three provinces, *viz.* Concan, Canara, and Malabar. The Coast of Concan is the northernmost, extending to Cape Ramus.

BANCOOT.

Bancoot River, in latitude 17° 57′ North, and longitude 73° 9′ East, is about 12 miles East of Bombay; it has 10 feet on the bar at low water, and on spring tides 21 feet. The channel is on the eastern side of the entrance of the river; but being narrow, ought not to be approached without a pilot. The anchorage for large ships is in 5 fathoms abreast of the fort. Upon the south side of the entrance of the river, and on a very high hill, stands Fort Victoria, commanded by a resident, and a company of sepoys, besides a number of locals, who live in or near the Fort. This place was taken from Angria by the English in 1755, and remains in their possession. The object of the Bombay Government in retaining possession of Bancoot and its dependencies was, to procure live provisions, and in particular horned cattle. The chief supply got for the marine, was from the Siddee's country, to which Bancoot is contiguous. It was a port of great trade before it fell into the hands of Angria, but at present it is very insignificant. Ships occasionally stop here, and send their boats on shore to procure bullocks, which are far superior to those purchased at Bombay; and when homeward bound from Bombay, a supply of cattle and poultry may be secured by application to the resident, and appointing some conspicuous signal, that the ship may be known on her appearance off the river, when the stores are immediately sent off.

The prices at Fort Victoria are as follow:

Bullocks large, and very good	12	to	14 Rupees each.
Hay for ditto, sufficient for a week	1½	to	2 ditto.
Rice per bag of 5 maunds	5	to	6 ditto.
Paddy ditto	2	to	3 ditto.
Fowls, of a middling size	2	to	3 ditto per dozen.
Ducks, ditto	2	to	3 ditto ditto.
Sheep, which are indifferent	6	to	8 Rupees each.
Firewood, including boat-hire	4		Rupees per 1000 billets.

The general mode of payment for supplies is by draft on Bombay, payable at sight.

SEVERNDROOG

Is a low island situated about a musket shot from the continent, bearing from the entrance of Bancoot River S. E. distant 4 leagues. It was one of the Pirate Angria's principal fortresses; it was strongly, but not regularly fortified, the greatest part of the works being cut out of the solid rock, and the rest built with stones 10 or 12 feet square, having upwards of 50 guns mounted on the ramparts. On the main land there were three forts, the largest of which was called Fort Goa, built in the same manner, with large square stones, and mounting 40 guns; the other two were built with stones of an irregular shape, and each of them mounting 20 guns. In 1755 an English fleet under Commodore James, attacked Severndroog, running within 100 yards of it. He in a few hours ruined the walls, and set it on fire: a powder magazine also blowing up, the people, to the number of about 1000, abandoned the place, and embarking in boats, attempted to make their escape to Fort Goa, but were all intercepted, and made prisoners by the English. The whole forces being then turned upon Goa, a white flag was soon hung out as a signal to surrender. The Governor however passed over to Severndroog, where he hoped to be able to maintain his ground, notwithstanding the ruinous state of the fortifications. The fire was now renewed against this fortress, and the seamen of the fleet having cut a passage through one of the gates with their axes, the garrison soon surrendered. About the same time the two other forts on the main surrendered to the Mahrattas; so that four of Angria's forts, which had for a series of years been deemed impregnable, were reduced in one day. The island was given up to the Mahrattas, who still retain possession.

GHERIAH.

Gheriah Point and flagstaff are in latitude 16° 31′ North; and the fort at the entrance of the harbour about a mile further to the northward. The point which forms the south side of the entrance, is high and bluff, and is in longitude 73° 25′ East. The flagstaff stands on a hill to the southward of the fort, and may be seen a considerable distance. The harbour is excellent, the vessels in it being landlocked, and sheltered from all winds. There is no bar at the entrance, the depths there being from 5 to 7 fathoms, and from 3 to 4 fathoms inside at low water.

The fort of Gheriah stands on a promontory of rocky land, about a mile long, and a quarter broad. Nearly a mile from the entrance of the harbour, which forms the mouth of a large river, the promontory projects to the S.W. on the right of the harbour, and on the sides contiguous to the water is enclosed by a continued rock, about 50 feet high, on which the fortifications are built; these are a double wall with round towers, the inward wall rising several feet above the outward. The neck of land by which the promontory joins to the continent, is a narrow sand, beyond which, where the ground expands, is a large open town, or pettah. The river directing its course to the S.W. washes the north side of the town, the neck of land, and the promontory. On the neck of land are docks, where grabs are built and repaired.

Gheriah was the capital of Angria the Pirate, whose dominions at one period extended to within a few miles of Bombay, about 150 miles to the southward, and from 30 to 60 in breadth. This piratical state had for upwards of 50 years rendered itself formidable to the trading ships of all the European nations in India, and the English Company had kept up a marine force at a considerable annual expence, to protect their own ships, and those of the merchants established in their settlements.

In 1717 an unsuccessful attempt was made upon Gheriah from Bombay by a considerable naval force, with a numerous body of land forces on board. In 1735 the Dutch sent a strong force from Batavia, to attack it, in which they were defeated. In 1736 Angria's vessels took the Derby East Indiaman, richly

laden, also the Restoration armed ship of 20 guns and 200 men, fitted out purposely to cruise against them, and several of less note from the Company. From the French they took the Jupiter, of 40 guns, with 400 slaves on board, and also made several captures from the Dutch. They had the presumption to attack Commodore Lisle in the Vigilant of 64 guns, the Ruby of 50, and several other ships in company. In 1751 the Bombay Government proposed to the Mahrattas the reduction of Gheriah, and a treaty was concluded between them for the purpose, whenever there should be a proper opportunity. The necessity of this treaty was soon perceived; for in February, 1754, Angria's fleet attacked three Dutch ships of 50, 36, and 18 guns, burnt the two large ones, and took the other. Angria grew insolent on this success, built several vessels, set two large ships on the stocks, and boasted he should soon be master of the Indian seas.

In 1756 an English fleet of four sail of the line, several frigates, and the Company's marine vessels, under Admiral Watson, with about 2000 troops on board, aided by the Mahratta fleet and army, attacked Gheriah, which soon surrendered, and was taken possession of by the British forces. There were found in the place 200 pieces of cannon and six brass mortars, a great quantity of ammunition, military and naval stores of all kinds, besides money and effects to the amount of £125,000, which were divided among the captors, without any reserve either for the nation or the Company. Angria's fleet, which consisted of eight grabs and a great number of gallivats, were destroyed, as also two large ships upon the stocks, one of which was intended to carry forty guns.

It was given up to the Mahrattas, who have held it ever since.

MELUNDY, OR MALWAN.

This island is in latitude 16° 3′ North, and is the principal place of the pirates on this coast; it is strongly fortified, and there is a considerable fort on the main land near it, to protect their vessels. These pirates are called Malwans, and are a very cruel race. None but the Rajah fits out vessels, which are of three kinds, gallivats, shebars, and grabs: the first have in general two masts, and are decked fore and aft, have square topsails and top-gallant sails, and are rigged mostly after the European fashion. The shebar is also of two-masts, the after-mast and bowsprit very short; they have no topmasts, and very little rigging, and are not decked; their largest sail is extended on a yard of very great length, running up to a point, many feet higher than the mast; they sail well, and are fine vessels in fair weather and smooth water; many of them are of more than 150 tons burthen. The grab is distinguished from other vessels by having, instead of bows, a projecting prow; they are decked, and have either two or three masts, and are rigged in the European manner. Each of the Rajah's vessels, of all of these descriptions, carries eight or ten small carriage guns, and about 100 men. Their general rendezvous is Pigeon Island. On leaving port, each pirate lascar receives two rupees, the serang eight, and on their return they get corn, according to their success, and 3 or 4 rupees, and more corresponding with their rank and good fortune. Their cruise seldom exceeds fifteen days. All prizes are the property of the Rajah, who is at the sole expence of the outfit. The vessels taken are seldom retained, unless peculiarly adapted to the service; the cargo becomes the Rajah's property, and the vessel is released.

They sail without any written commission, and with instructions, it is understood, to take all vessels that they can master, except those having English colours and passes. Sometimes, however, they are regardless of the English protection, which they thus contrive to evade. One pirate boat boards the intended prey, and demands her pass; and while some person pretends to read it, others pick a quarrel with some of the crew, and commence a scuffle, in which the pass is removed or destroyed; however, they take but little, perhaps nothing, and depart. Soon after another pirate boards her, and finding no pass, pretends that the reasons offered for its absence, are lies, and takes all. In these cases complaint is of course made by the plundered owner to the Bombay Government, and restitution is demanded, and generally made without much demur.

Between Melundy and the entrance to Goa River, are the forts of Newtee, Rarce, Chiracole, and Chapra; the two latter belong to the Portuguese, but seldom shew their colours to ships passing.

GOA

Is the capital of the Portuguese possessions in the East Indies, the seat of the Viceroy, the see of an Archbishop, who is primate of the East, and the supreme court of judicature for all the Portuguese in Asia, and to which all others are subordinate. Algoada Point, in latitude 15° 29 North, and longitude 73° 53' East, forms the northern extremity of Goa Bay; it has a lighthouse and small fort on it, but the principal fort is situated close to the sea, on the S. E. side of the headland, where there is a well of excellent water, from which the shipping is supplied. Nostra Senhora de la Cabo, a large monastery, of a white appearance, is situated on the summit of the bluff point of land, about 2¼ miles S. E. of Algoada, which forms the south side of the bay. The common anchorage is abreast Algoada Fort, the flagstaff bearing about North, at half a mile distance from the shore.

The bar at the entrance of the river is about two miles to the eastward of Algoada Point, having 16 or 18 feet on it at high water spring tides; but the bottom about it being hard and rocky, and the channel winding and intricate, a ship ought not to enter the river without a pilot. After the early part of May it is considered unsafe to remain at the anchorage in the road; the Portuguese then send their large ships that cannot go into the river, to Marmagon roads, 4 or 5 miles to the southward of Algoada fort, where they are sheltered from the S. W. monsoon, by mooring close under the N. E. side of that peninsula.

The city of Goa is situated on the north side of an island about twelve miles long and six broad, seven miles from the entrance of the river. Half way between Algoada and Goa is a large town, at which the Viceroy or Governor General has a residence. The many buildings on each side the river, which is very broad, makes a splendid appearance, particularly the convents, being generally placed in elevated situations. In the centre of the city is a noble square, in which are the cathedral, the Viceroy's palace, the Jesuits' convent, and the Inquisition, all of which are fine buildings. The two last have been shut up since the suppression of the Jesuits. The city is large, the streets straight, the houses regularly and handsomely built of stone, in the European style, many of them large and magnificent, but uninhabited.

On the arrival of the Portuguese on the Malabar Coast, Goa was a most opulent place, and well fortified. It was subject to Zabaim, a potent monarch, who was then engaged in war with several tributary Princes. Timoia, a neighbouring pirate, who had submitted to the Portuguese, strongly advised the great Albuquerque to seize the opportunity of attacking Goa, represented its great opulence, and the honour and wealth that would attend his success. The Portuguese listened to his advice, and after several assaults, made himself master of the city, by an agreement with the inhabitants. This happened on February 16th, 1510. The citizens took the oaths of allegiance to King Emanuel. He found in the place immense quantites of ammunition, forty great cannon, in the docks forty men of war, and in the stables numbers of fine Persian and Arabian horses. A mutinous spirit pervading the Portuguese army, this naturally infected their new subjects, who repenting their disloyalty, conveyed their sentiments to their late Sovereign. He assembled a large army on the continent; and, notwithstanding every endeavour of Albuquerque, effected a landing on the island. The Portuguese defended themselves with great valour; but finding the place no longer tenable, their commander determined to retire. He embarked with great secrecy every thing that was necessary; when on the 30th of May of the same year, after a short conflict, he made good his retreat to Rapander, a neighbouring town, where he resolved to winter. Zabaim proved a brave and active enemy, and compelled Albuquerque to remove his quarters several times. At length receiving a strong reinforcement of Portuguese and other supplies, he renewed his attempt on Goa, and after several sharp actions, made himself again master of the city, by a most fierce and bloody assault, the defence being equally obstinate with the attack, since which period it has remained in their possession. Albuquerque

thereupon gave it every strength by increasing the fortifications, and encouraging commerce. It flourished for a series of years with unrivalled splendour, and became the centre of the riches of India, and one of the greatest marts in the universe.

Goa contains a great number of handsome churches and convents, with a large hospital, well endowed, and kept in good repair. In one of these churches, dedicated to Bon Jesus, is the chapel of St. Francis de Xavier, whose tomb it contains. This chapel is a most superb and magnificent place. The tomb is entirely of fine black marble, brought from Lisbon; on the four sides of it, the principal actions of the life of the Saint are most elegantly carved in basso relievo: these represent his converting the different nations to the Catholic faith; the figure is done to the life, and most admirably executed. It extends to the top in a pyramidical form, which terminates with a coronet of mother o'pearl. On the sides of the chapel are many excellent paintings. This tomb and chapel are justly esteemed the greatest rarity in the place.

At present it is garrisoned by the British troops.

COINS, WEIGHTS, AND MEASURES.

Accounts are kept in pardos, tangas, vintins, and budgerooks, but there are good and bad of each kind; 1 pardo is worth 4 good or 5 bad tangas, 16 good vintins, or 20 bad; the pardo is also divided into 240 good or 300 bad reas.

The current coins are, the St. Thomé, a gold piece which passes for 11 good tangas; it weighs 53½ grains troy, and is of the purity of 18 carats, and worth about 6s. 8d. sterling.

The silver coin is the pardo, which is of two sorts: the Pardo Xeraphim passes current for 5 good tangas each, about 7½d. sterling; and the common pardo for 4 tangas; the former has on one side a figure of St. Sebastian, and on the other a sheaf of arrows.

The budgerook is made of tin, having on one side a globe, and on the other two arrows crossed.

Spanish dollars, Venetians, Rupees, and all other foreign coins pass current here, but the price fluctuates according to the quantity in the market.

WEIGHTS.—The quintal of 4 arobas is in common use, but they have the Indian candy thus divided:

			lb.	oz.	drs.
1 Rattle	make	is equal to avoirdupois	1	0	8
24 Rattles		1 Maund	24	12	0
20 Maunds		1 Candy	495	0	0

COMMERCE.

The trade carried on by the Portuguese is very trifling, compared with what it formerly was. There are seldom more than three ships sent from Portugal to India in the year, and these generally proceed to the British settlements, to complete their cargoes for Europe.

The trade from Goa to China consists of one or two ships in the year, which are called China ships; these sail in November and December to Surat and ports to the northward, carrying China and European goods, and, returning with cotton and other articles, call at Goa to complete their cargoes for China, and depart in March or April. The earliest of these ships returns in October or November to the Coast of Malabar; the latest arrives generally in January. They commence their trade at the most southern settlement, which is Anjengo, from thence to Cochin, Calicut, Tellicherry, and Mangalore, and then to Goa. At all the above places they take pepper, cardamums, cassia lignea, and other articles, which they resell at their northern settlements, completing their whole voyage within the year.

The coasting trade is considerable, which is carried on with the different ports on the coast in small vessels, from whence they return to Goa with produce, which forms the home cargoes of their ships.

Since the city has been garrisoned by the English, a trade is carried on with Bombay in various European commodities for the use of the military, by pattemars, or small ships passing down the coast.

COMMERCE WITH THE BRITISH SETTLEMENTS.

The following is a statement of the merchandise and treasure imported into Goa and the Coast of Concan from the British settlements, in the years 1802 to 1806 inclusive, likewise of the merchandise and treasure exported from Goa and the Coast of Concan during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO GOA AND CONCAN.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	19,45,040	34,688	19,79,728
1803	49,55,060	13,71,722	63,26,782
1804	66,47,698	14,76,459	81,24,157
1805	41,67,580	5,23,408	46,90,988
1806	42,19,209	2,24,519	44,43,728
Total.	219,34,587	36,30,796	255,65,383

EXPORTS FROM GOA AND CONCAN.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	11,39,099	4,56,349	15,95,448
1803	9,64,742	3,88,015	13,52,757
1804	7,69,643	12,18,046	19,87,689
1805	11,33,089	5,70,446	17,03,535
1806	16,41,943	8,33,600	24,75,543
Total.	56,48,516	34,66,456	91,14,972

Articles of Import in 1805.

Piece-goods	Sicca Rupees	5,98,379
Raw silk		6,91,780
Grain		10,71,707
Sugar		2,61,079
Woollens		1,34,689
Hing		1,00,105
Drugs		1,54,945
Apparel		25,975
Cotton		47,314
Copra		42,295
Dates		65,338
Iron		10,051
Seeds		78,372
Wine		78,392
Vermilion		31,219
Spices		83,869
Liquors		48,341
Cochineal		19,196
Glass		27,945
Maniary		34,041
Oil		19,615
Paper		11,215
Pepper		56,196
Red and white lead		24,834
Shawls		17,240
Tutenague		14,460
Tin		25,838
Horses		55,725
Beetle nut		21,184
Provisions		15,519
Kismisses		14,803
Lametta		20,720
Fruits		20,517
Sundries		2,44,662
Treasure		5,23,408
Imports in 1805	Sicca Rupees	46,90,988

Articles of Export in 1805.

Grain	Sicca Rupees	3,85,452
Piece-goods		2,87,362
Beetle nut		91,327
Hemp		93,542
Old brass		38,609
Cocoa nuts		12,629
Copper ware		9,196
Cotton yarn		11,560
Galls		8,968
Juggery		8,483
Kismisses		19,383
Liquors		1,042
Seeds		9,183
Sandal wood		24,581
Turmeric		28,944
Wine		16,020
Salt		24,459
Stationery		8,698
Sundries		52,625
Treasure		5,70,446
Exports in 1805	Sicca Rupees	17,03,535

Merchandise imported from the settlements of Fort St. George and Bombay into Goa and the Coast of Concan, in five years	Sicca Rupees	219,34,587
Ditto exported from ditto to ditto		56,48,516
Imports exceed the exports		162,86,071
Treasure imported from Fort St. George and Bombay	36,30,796	
Ditto exported to ditto.....	34,66,456	
		1,64,340
Balance *against* Goa and the Coast of Concan	Sicca Rupees	161,21,731

Being in favour of the British settlements in the following proportions:

Madras and its dependencies	Sicca Rupees	35,12,828
Bombay and Surat		126,08,903

PROVISIONS AND REFRESHMENTS.

Ships touching at this place, are supplied with water from the well near Algoada fort; they may also at times procure some poultry and vegetables, and in May fine mangoes and other fruits. The river abounds with fish of various kinds, many of which are excellent.

HISTORICAL FACTS

Relative to the

PORTUGUESE DISCOVERIES AND CONQUESTS IN THE EAST INDIES.

The Portuguese were once the principal navigators, and were the first Europeans who explored the Coast of Africa to the southward, and visited the East Indies by the way of the Cape of Good Hope.

1410. Previous to this period the Canary Islands were discovered, and the extent of the S. W. coast of Africa known to the Portuguese was Cape Non. In this year they fitted out ships for discovery, admitting Spaniards and others who were skilled in navigation, into their service for that purpose. These vessels proceeded as far as Cape Bojadore, but did not double that promontory.

1418. The Island of Porto Sancto was discovered by Tristan Vas, on the Feast of All Saints.

1419. The island of Madeira was first visited by the Portuguese, when it was ascertained that it had been visited by an Englishman named Macham, about the year 1844.

1439. Cape Bojadore was first doubled in this year, and in the following year the Portuguese vessels proceeded along the coast as far as Cape Blanco, so that in the course of about forty years they had discovered about 500 miles of the Coast of Africa.

1444. The Portuguese sent an embassy to Rome, when the Pope by a bull, dated in 1444, bestowed on the crown of Portugal the sovereignty and dominion over all the lands which had hitherto been discovered, and all that should be discovered on the Coast of Africa as far as the Indies.

1446. In this year, Nuno Tristan doubled Cape Verd, on the Coast of Africa.

1448. The Azores, or Hawk Islands, were discovered. They were at this time uninhabited.

1449. The Cape de Verd Islands were discovered; the first was called the Isle of May, because the Portuguese landed on it on May Day; they also landed on two others, which were named St. James, and St. Philip, but the remainder were not visited till about 1460.

1463. At this period the Portuguese had discovered the coast as far as Sierra Leone.

1471. In this year the island of St. Thomas was discovered, and on New Year's Day, in the following year, another island on the same coast, which they called Annabon.

1484. Diego Cam discovered the kingdom of Congo, and brought to Portugal an account of a Christian monarch who reigned in Æthiopia, which induced King John II. of Portugal to send some trusty persons to gain intelligence; but they returned without performing much service.

1487. Pedro de Covillam and Alonzo de Payva, two Portuguese who spoke Arabic perfectly, set out from Portugal for Æthiopia. They went to Alexandria, thence to Cairo as merchants, and proceeded with a caravan of Moors to Tor on the Red Sea, where they were informed of the trade to Calicut. Sailing thence to Aden, they parted, Covillam towards India, and Payva towards Æthiopia, resolving at an appointed time to meet again. From Aden, Covillam went in a Moorish ship to Cananore, and from thence to Goa, being the first Portuguese that ever was in the Indian seas. From thence he passed to Sofala on the East Coast of Africa, to visit the gold mines, where he gained intelligence of Madagascar, called by the Moors the Island of the Moon. From Sofala he went back to Aden, and so to Egypt, where he learned that his companion was dead. He then went again to Tor, thence to Aden, where hearing of the fame of the city of Ormus, he sailed thither, and having observed what was most remarkable, he returned to the Red Sea. He then went to discover the Court of the King of Abyssinia, where he was detained a prisoner till 1520; when he was released, and returned to Europe.

1492. In this year Columbus, in the service of the King of Spain, discovered the continent of America, the sovereignty of which he claimed for that Monarch, and by a bull, dated May 4th, 1493, the Pope Alexander VI. confirmed his title, and strictly prohibited all persons whatever, on pain of excommunication, to touch at any port or place within the limits of a line which he decreed to be drawn from pole to pole, at the distance of 100 leagues to the westward of the Azores, without leave of the Spaniards. The Portuguese were dissatisfied with this decree; and by an adjustment between the two Crowns, which took place on the 7th of June, 1493, it was agreed that the imaginary line should be extended 270 leagues farther westward of the Azores, and that all future discoveries made eastward of the said line, should belong to the Portuguese, and all westward to Spain.

1493. Bartholomew Diaz, a person remarkable for prudence, and skill in navigation, was employed by the King of Portugal to proceed along the South Coast of Africa, which he accordingly traced till he reached a high cape, which he doubled, and sailed a good way beyond it; he gave it the name of Cabo Tormentoso, or the Cape of Storms, from the boisterous weather he experienced near it. On his return to Portugal, the King changed its name to Cabo Bona Esperanza, or the Cape of Good Hope, which name it has ever since retained.

1497. The narrative of Diaz, with the accounts of the Indian Peninsula and commerce transmitted by Covillam, confirmed the opinion which had been long entertained of the practicability of opening a passage to India, by sailing round the southern extremity of Africa. The Portuguese therefore equipped a squadron of four ships under Vasco de Gama. They sailed from Lisbon on Friday, July 8th, 1497, rounded the Cape of Good Hope, November 20th; and having proceeded along the coast as far as the River Cuama, or Good Signs, they hove down and repaired their ships, and left it on the 22d of January, 1498. On the 1st of March they discovered Mosambique, where they had a narrow escape from being cut off by the Moors. On the 7th of April they arrived at Mombas, and on the 13th at Melinda; at the latter place they were received in a friendly manner, and supplied with a pilot for the Indies; on the 20th of May, 1498, they arrived at Calicut, and met with a favourable reception; but the misrepresentations of the Moors, whose commerce was endangered by the arrival of the Portuguese, had such an effect on the Samorin, or King, that he began to lay snares for their destruction. De Gama had early intelligence of his designs; he therefore hastened on board his ship, and wrote a letter to the Samorin, complaining of this breach of faith. The Samorin returned a polite answer, laying the blame on his ministers and the Mahometans, and added a letter to the King of Portugal, wherein he accepted the propositions made him, and

promised a free trade to his subjects. De Gama thereupon proceeded to Anjediva, where having repaired his vessels, he sailed for Europe. On the 20th of March, 1499, he doubled the Cape of Good Hope, and in the month of September arrived safe at Lisbon, after a voyage of two years and ten months.

1500. The second Portuguese fleet for India, consisting of 13 ships, under Cabral, sailed from the Tagus March 9th, 1500, and discovered the Coast of Brazil April 24th. They experienced very tempestuous weather off the Cape of Good Hope, in which several of their ships were lost. In one of them was Bartholomew Diaz, who first rounded the Cape. They visited Mosambique, Quiloa, and Melinda, and arrived at Calicut September 13th. The Samorin sent to compliment Cabral on his arrival, and invited him on shore. On his landing he was kindly received, and permission granted to build a factory; but in consequence of the Samorin's intentions being represented as mischievous, the Portuguese General commenced hostilities by seizing the ships in the roads. The inhabitants thus provoked, attacked the factory, forced the gates, pillaged and burnt the house, and of 66 people that were in it, murdered 50; the remainder with difficulty escaped on board their ships. The Portuguese took ample revenge by burning ten vessels richly laden in the port, making slaves of their crews, and battering the town by their artillery; after which they proceeded to Cochin, off which place they arrived December 20th, 1500, concluded a treaty with the Prince, and settling a factory, obtained cargoes for their ships, and on January 10th, 1501, sailed for Europe, where they arrived on July 31st, having on board ambassadors from Cochin, Quilon, and Cananore. Of the ships which sailed under Cabral six only returned, the others having been lost in the course of the voyage. On his passage to Europe, Cabral settled factories at Melinda, Mombas, and Quecrimba, and compelled several of the Princes on the East Coast of Africa to become tributary to the Portuguese.

1502. Vasco de Gama sailed a second time for India, with a fleet of 20 ships from the Tagus. March 3d visited Sofala, and being kindly received, obtained leave to settle a factory. He then sailed for Mosambique, where he experienced a kinder reception than on his former voyage, and likewise obtained permission to settle a factory. On July 12th he arrived at Quiloa, whose Prince became tributary to him. He then proceeded to Cananore, concluded a treaty of commerce, loaded some of his ships, and then departed for Calicut, which he cannonaded, destroying many of the houses, and the palace, and took several ships in the roads, whose cargoes were of considerable value; he then returned to Cananore, from whence he sailed for Europe December 20th, 1503, and arrived at Lisbon September 1st, 1504.

1503. A fleet from Portugal, under Albuquerque, visited Socotra, Guardafui, and Curia Muria Bay. On his arrival at Cochin he obtained leave to build a fort, and likewise settled a factory at Quilon. This year Saldanha Bay was first visited by the Portuguese, and Mombas, Zanzibar, and Brava, on the East Coast of Africa, became tributary to them.

1505. Calicut was again bombarded by the Portuguese, who burnt Cranganore, and captured many vessels belonging to the Moors, acquiring considerable booty.

At this period there were three ports in the East in which the Mahometans were established, and from whence they carried on all their commerce to the most distant parts of the Indies: these were, Aden on the Coast of Arabia; Ormus, in the Persian Gulf; and Malacca, in the straits of the same name. The Portuguese therefore prepared to make themselves masters of them, by sending out large fleets with numerous land forces. The King of Quiloa refusing to pay tribute, the Portuguese took and plundered the town, and built a strong fort, leaving a garrison of 500 men; they were afterwards driven out by the Arabs, who have kept possession of the place ever since.

1507. On March 25th, a fleet of 22 ships sailed from Lisbon under Francis Almeyda, upon whom the King of Portugal conferred the title of Vice King and Governor General of the Indies. He arrived at Mombas on August 8th, where his boats being fired upon, he battered the forts, took the city by storm, and made slaves of the inhabitants. From thence he proceeded to Anjediva, and built a fort.

He then sailed to Onore, where being ill received, he burnt the town, and the shipping that were in the harbour; proceeding then to Cananore, he likewise built a fort.

In this year the Portuguese built a fort at Sofala, surveyed the Maldive Islands, and discovered the Island of Ceylon.

1507. Muskat was this year subjected to the Portuguese, who committed great ravages on the towns upon the Coast of Africa, plundering and burning all that did not become tributary. The fleet under Albuquerque made an attempt upon Ormus, which was unsuccessful. Malacca was first visited by the Portuguese in this year.

1508. A fleet in two divisions, under Tristan d'Acunha and Alphonso Albuquerque, sailed from Lisbon March 6th. The former discovered the islands which bear his name. On their passage to India, they visited Brava, which being in rebellion against the Portuguese, was plundered and burnt, and great cruelties practised upon the inhabitants. Socotra was likewise taken, after considerable resistance.

1509. The Portuguese made an unsuccessful attempt upon Diu, but the shipping in the harbour was destroyed. The Island of Sumatra was first visited by the Portuguese.

In this year the city of Calicut was taken, plundered, and burnt by the Portuguese.

1510. The city of Goa was surrendered, and the Viceroy Albuquerque made his public entry February 17th; it was soon after retaken by the natives, but on November 22d was again subjected to the Portuguese, and the garrison put to the sword. Several forts were built, and Goa from this period became the capital of the Portuguese possessions in the East Indies.

Zanzibar neglecting to pay the stipulated tribute, was plundered and destroyed by the Portuguese.

1511. On May 2d, Albuquerque sailed from Goa for Malacca, where he arrived July 1st. On the 24th the town was attacked, and after an obstinate resistance, taken by storm, and plundered. The Portuguese visited Siam, and were kindly received.

1512. Albuquerque sent three ships to the Spice Islands. They visited Palembang, on Sumatra; the islands of Ternate, Bouro, Amboyna, and Banda, where they obtained large quantities of spices. In this year the Portuguese plundered and destroyed Surat.

1513. Albuquerque, with a large fleet and army, made an attempt upon Aden, which was unsuccessful; he then proceeded up the Red Sea, being the first Portuguese who had entered it. They wintered at the island Camaran, and then returned to India, without effecting any object of importance.

1514. On February 20th, Albuquerque sailed for Ormus, where he arrived March 26th. The island was surrendered, and a fort built; the Viceroy then returned to India, and died on the bar at Goa, December 16th, 1515. At this period the Portuguese power was at its height.

1516. The successor of Albuquerque, Soarez, fitted out a considerable fleet for the Red Sea. On his way thither he stopped at Aden. The inhabitants being apprehensive of an attack, sent deputies to offer their submission. The Portuguese, relying on their professions, neglected the erection of a fort, and any attempts to secure the place, of which the people took advantage, and in a short time put themselves into such a posture of defence, as to defy any of the Portuguese to obtain possession. An unsuccessful attempt was made upon Judda; but Zeyla was taken, and burnt.

1517. The Portuguese, under Soarez, proceeded to Columbo, where, after a sharp contest, the King agreed to become tributary to them, paying annually 1,200 quintals of cinnamon; and they obtained possession of Point de Galle. In this year Ferdinand Andrada arrived at Canton, where he settled a trade, and returned with a valuable cargo to Molucca. The Portuguese took and burnt the town of Barbora.

1519. The Spaniards laid claim to Banda, and the Malacca Islands, as falling within the line laid down by the Pope in 1493. The Emperor Charles V. employed Ferdinand Magellan to explore them by a new route westward, through the straits which bear his name. In his way he discovered the Philippine Islands, where he lost his life in a skirmish with the natives. The ships reached Tidore, and

returned home by the Cape of Good Hope. This was the first voyage made round the world. The Spaniards made many unsuccessful attempts to obtain possession of the Moluccas; at length the King of Portugal lent the Emperor, his brother-in-law, 350,000 ducats, on condition of his not being disturbed therein till the money was repaid, which was never done, nor has Spain ever renewed the claim.

1520. The islands of Bahreen in the Persian Gulf, and Catif, subjected to the Portuguese.

1521. A fleet was sent against Diu, but finding it strongly fortified, the attack was abandoned. This year the Portuguese built a fort at Ternate, and found the Spaniards had obtained possession of Tidore.

The trade with China having been secured by the means of Andrada, his brother Simon in this year obtained leave to proceed thither with five ships; but in consequence of the misconduct of the Portuguese, the Chinese massacred the greater part of them, and the rest escaped to Malacca.

The spice trade was at this period so advantageous, that De Witt, in his "Interest of Holland," says it yielded the King of Portugal above 200,000 ducats yearly; he also observes that when the spice trade centered in Calicut, the great staple of India, and was carried to Bussorah and Egypt, and from thence to Cairo by caravans, and shipped for Europe, the Sultans of Syria and Egypt, through whose dominions they passed, derived an annual revenue of 80,000 ducats in customs.

The Venetians having for centuries enjoyed the sole commerce in spices, till lately deprived of it by the Portuguese, made at this time an effort to acquire some considerable benefit therefrom, by making a proposal to the Court of Lisbon to take off all the spice annually imported (over and above what that kingdom itself might consume), at a certain fixed price; but the proposal was rejected.

The Portuguese made an attack upon Acheen on Sumatra, in which they were repulsed with great loss, in consequence of which the Sumatrans became ever after very inveterate enemies to them, and committed numerous cruelties upon such Portuguese as fell into their hands.

1525. The fort built by the Portuguese at Calicut, being attacked by the natives in considerable force, they were compelled to withdraw, after having demolished the fortifications.

1526. In this year the Portuguese discovered the island of Celebes. They plundered and destroyed Dofar on the Coast of Arabia, and Massuah on the Coast of Abyssinia.

1527. Mangalore, Porca, and Chitwa on the Malabar Coast were plundered and burnt by the Portuguese. In this year Tidore was taken from the Spaniards, and the island of Borneo discovered.

1529. The towns of Bassein and Tannah were this year subjected to the Portuguese.

1530. A Portuguese fleet proceeded up the river Taptee, burnt Surat, and several other villages. About this time Dumaun was taken, and a treaty concluded with the King of Cambay upon terms very favourable to the Portuguese, who obtained his permission to build a fort at Diu. In this year the natives expelled the Portuguese from the island of Ternate.

1531. In this and the following year the Portuguese destroyed Gogo, Pate, Mangarole, and most of the other towns on the Coast of Guzzerat.

1532. Aden was this year rendered tributary to the Portuguese.

1534. The King of Cambay ceded Bassein and its dependencies to the Portuguese in perpetuity.

1537. The King of Cambay, repenting of his grant to the Portuguese to build a fort at Diu, made an unsuccessful attempt to dislodge them, in which he lost his life, and the Portuguese obtained the entire possession of the island. Malacca was twice attacked by the forces of the King of Acheen, but were repulsed with considerable loss. In this year the island of Magindanao was discovered.

1538. The Turks fitted out a strong fleet at Suez, and made an attempt upon Diu, but were repulsed with great slaughter. On their return to the Red Sea, they expelled the Portuguese from Aden.

1540. About this period the Portuguese first traded to Patany, Cambodia, and Cochin China.

1542. The coast of Japan was discovered by three Portuguese, who were driven thereon in a junk, bound from Siam to China, and were received very favourably by the Japanese.

1545. In this year the King of Cambay made another unsuccessful attempt to obtain possession of Diu, in consequence of which the Portuguese took and destroyed Gogo, and many other places on the sea-coast of his dominions. Delagoa Bay was this year first visited by the Portuguese.

1547. The King of Acheen made another unsuccessful attempt upon Malacca.

1548. In this year an offer was made to the Emperor to advance the 350,000 ducats to redeem the spice islands, upon condition of having the profits of the trade for six years, and after that period to revolve to the Crown. The Emperor would not admit of it, so that the Portuguese retained possession of those islands till their kingdom was united to Spain.

1555. The Portuguese took and plundered Tatta, and put 8000 of the inhabitants to the sword.

1567. The western powers of India having formed a league against the Portuguese, the King of Acheen was invited to accede to it, and in conformity with the engagements by which he was bound, he attacked them in Malacca with a numerous fleet, having on board upwards of 15,000 men, and 200 pieces of artillery; a regular siege was commenced, and an assault given, in which, after prodigious efforts of valour, and imminent risk of destruction, the besieged remained victorious. This was esteemed one of the most desperate and honourable sieges the Portuguese experienced in India, their whole force consisting of but 1500 men, of whom only 200 were Europeans.

1570. At this period the successes which had attended the Portuguese in various parts, had gained them the highest military reputation; their fleets covered the ocean, and their dominions and settlements extended along the eastern and western sides of the vast African continent. From the Red Sea to China and Japan, they were sole masters of the riches of the east; and in America, the fertile and extensive regions of Brazil completed their empire.

1578. The King of Acheen, having made several attempts against Malacca without success; he in this year, assisted by some of the neighbouring Princes, made another attempt, and invested it with a fleet of 300 sail, 80 of which were junks of 400 tons each; but after a siege of three months, and the loss of upwards of 10,000 men, they withdrew.

1580. In this year the Crown of Portugal was annexed to that of Spain, from which period the Portuguese interests in India were left to their fate; the union with Spain was an event which damped their national character and spirit of adventure, and in a great measure expatriated the Portuguese in Asia from those in Europe, now forming only a dependency on the Crown of Spain. At this period they possessed the following places:

Sofala, Mosambique, and Mombas, on the East Coast of Africa, Muscat in Arabia, the Island of Ormus, and Bussorah in the Persian Gulf; Diu, on the coast of Guzzerat; a fortified factory at Dumaun the town and castle of Choul, and a factory at Dabul; the city of Bassein, the island of North Salsette, and the town of Tannah; the island of Bombay; the town and fort of Goa, which was the capital of their possessions; a factory at Onore, at Barcelore, at Mangalore, at Cannanore, and the town of Calicut; a factory at Cranganore, the port of Cochin, and a factory at Quilon. They had also established themselves in several parts of Ceylon. On the Coromandel Coast they had stations at Negapetam, St. Thomé, and Mausulipatam, and had established commercial stations in the province of Bengal. They had also factories, or liberty of trade, at Pegu and Martaban, a station at Junkceylon, and had taken possession of, and fortified Malacca; but they do not appear to have had any establishments of consequence on the islands of Sumatra or Java.

All these possessions were subordinate to the supreme government at Goa, where a Viceroy presided over the civil and military, and an Archbishop over the ecclesiastical affairs of the whole of this extensive dominion.

The Crown of Portugal derived from these settlements, during a period of upwards of fifty years, a clear annual revenue of £250,000, after paying the salary of the Viceroy, about £4,000 a year, together with that of the subordinate Governors, and the whole expence of the civil, military, and ecclesiastical establishments. This revenue was derived from the duties levied on all goods imported and exported at the different places that have been enumerated, from the tribute paid by some of the small states on the Coast of Malabar, for the protection afforded them; and from the sale of those vessels that were captured, when found trading in the Indian Seas, without a passport from the Portuguese Viceroy.

With respect to the trade carried on between Portugal and India, there are no data wherewith to form a correct estimate of its profits; but from the quantity of goods sent annually to Lisbon, from the known value of those goods in India, and from the prices which they fetched at that time in Europe, the profit on them could not have been less than £150,000 per annum. The Portuguese historians state, that a fleet of twenty ships of various burthens sailed regularly every year from Goa to Lisbon, laden with the commodities of India and China; and though not noticed by those writers, it is known that Indian goods then produced in Europe a profit of at least 30 per cent. In estimating the wealth which Portugal derived from her Indian settlements and commerce, the private fortunes of individuals must also be taken into the account. In the course of the fifty years alluded to, some of the Viceroys returned to Portugal with £300,000, several of the Governors and Generals with £100,000, and many subordinate officers, both civil and military, with from £20,000 to £50,000. The priests too realized considerable fortunes, both from the exorbitant exactions they were authorized to make, and from plundering the native villages, in order to compel the inhabitants to embrace the Romish faith. It appears from the candid narratives of some of the Portuguese historians, that many of those fortunes were acquired in an iniquitous manner; and that in proportion as they added to the opulence, they promoted the corruption, and accelerated the downfal of the mother country.

1586. At this period, a pirate committed great ravages upon the coasts of China, and obtaining possession of the Island of Macao, not only blocked up the port of Canton, but besieged the city. The Chinese had recourse to the Portuguese, who readily offered their assistance, and not only compelled the pirates to raise the siege, but drove them out of Macao. The Emperor in consequence granted them the island, with permission to make a settlement. They built a town, and fortified it after the European manner, which they still continue to hold, paying tribute and customs to the Chinese.

1587. The Spaniards being about to invade England, Queen Elizabeth equipped a strong fleet under the command of Sir Francis Drake, to annoy their trade and that of Portugal. He took several ships, one of which was the St. Philip, a Portuguese carrack, the first vessel the English had ever taken coming from the East Indies. The papers of this ship afforded so much information, as to the value of the Asiatic trade, and the mode of conducting it, that the English historian, Camden, considers them as having furnished the first idea of establishing a trade thither from England.

1592. In this year another great carrack, called the Madre de Dios, was taken by the English, and carried into Dartmouth. The following account of the ship and cargo will tend to shew the nature of the shipping, and the extent of the Portuguese trade with the East Indies at this period.

The ship was 165 feet long, from the beak head to the stern; 46 feet 10 inches broad on the second close deck, whereof she had three. She drew 31 feet water on leaving Cochin, but not above 26 feet on her arrival at Dartmouth, September 7, 1592. She carried in height seven several stories, one main orlop, three close decks, one forecastle, and a spar deck, of two floors or pieces; the length of her keel was 100 feet, her mainmast 121 feet, and her main yard 106 feet long. By this perfect commensuration of the parts appears the hugeness of the whole, far beyond the mould of the biggest shipping in England, either for war or commerce.

A catalogue of her cargo was made out in Leadenhall Street, when it was found that the principal wares, after the jewels (which were no doubt of great value, though they never came to light), consisted of

Aloes.	Cocoa nuts.	Frankincense.	Myrabolans.
Ambergris.	Camphire.	Ginger.	Mace.
Benjamin.	Civet.	Galangal.	Nutmegs.
Cloves.	Elephants' teeth.	Hides.	Porcelain vessels.
Cinnamon.	Ebony wood.	Musk.	Pepper.

Of silks, and other piece-goods, damasks, taffaties, sarsnets, counterfeit cloth of gold, unwrought China silk, white twisted silk, &c. of calicoes, book calicoes, lawns, broad white, fine starched, coarse white, brown broad, and several other sorts. There were also quilts, carpets, canopies, and various other commodities; the whole of which were valued at a moderate computation at £150,000.

The Spanish Court being totally engrossed by their immense American empire, and the politics of Europe, paid little attention to Portuguese India. Few supplies arrived from Europe. The commanders on the different stations ceased to act in concert with each other; unrestrained by a regular government, each endeavoured to enrich himself. The mother country groaned under the yoke of Spain. Mostly natives of the East, the Portuguese in India lost all relative affection, and the tie which bound them together, was now but a single thread.

1595. The Dutch, on their first voyage to Bantam, experienced great opposition from the Portuguese in conducting their commerce with the natives, in consequence of which a war commenced, by which the Portuguese interests in India suffered very considerably.

1601. The English, on their first appearance in the eastern seas, also experienced every obstacle from the Portuguese in conducting their commerce, whereupon hostilities commenced, and continued for many years. In this year Captain Lancaster captured a large Portuguese ship, bound from Goa to Malacca, with a valuable cargo of piece-goods, and other commodities.

1603. The Dutch, with a large force from Europe, made attempts to dislodge the Portuguese from Mosambique and Goa, both of which were unsuccessful.

1605. The Dutch succeeded in expelling the Portuguese from Amboyna and Tidore, and by degrees engrossed the whole of the spice trade, which they retained near 200 years.

1609. In this year the Spaniards and Dutch, who had been at war with each other for a considerable time, concluded a truce for twelve years, each party retaining the advantages then in their possession.

1610. At this period the commerce of the Portuguese was so considerable, that an English traveller mentions his having seen in one fleet 240 sail of merchantmen bound to Surat and Cambay.

1611. In this year the Dutch were driven out of Tidore and Banda by the Spaniards.

1612. The Dutch obtained a grant of the exclusive commerce in cinnamon from the King of Candy, and the prohibiting all Europeans trading thither without their leave, notwithstanding the Portuguese were in possession of the principal ports of the island, which they had fortified.

In this year an English fleet, under Captain Best, was attacked near Surat by a Portuguese fleet of very superior force, and after four successive engagements, the Portuguese were defeated, to the great astonishment of the natives, who had hitherto considered them as invincible.

1615. The King of Acheen made another attempt upon Malacca, with a fleet of 500 sail, of which 100 were large gallies, having on board 60,000 men. This expedition shared the fate of former ones; it was defeated with a loss of 20,000 men, and a great number of their vessels.

1620. The Danes made an unsuccessful attempt to possess themselves of Ceylon. The Portuguese also fearing the Dutch had the same object in view (as they had formed a treaty with the King in 1612)

now made such additions to their fortifications along the coast, that the King of Candy was prevented from holding a correspondence with any foreign power without their permission.

In this year the Portuguese made an attack upon an English fleet, under Captain Shillinge, but were defeated with loss, and the English commander lost his life in the action. By these victories the English character was much raised in the estimation of the natives, while that of the Portuguese declined.

1622. The Portuguese were expelled from Ormus by the Persian and English united forces; they made an attempt soon after for its recovery, which proved unsuccessful.

1628. In this year the King of Acheen made his last attempt upon Malacca, with a force of 20,000 men; but were so completely defeated, that not a ship, and scarcely a man escaped.

1630. A large Portuguese fleet blockaded Surat with a view of preventing the entrance of any English ships into the roads, and the Viceroy of Goa made application to the Governor of Surat to have the exclusive trade of the port granted to them, which was refused. On the appearance of an English fleet of five ships, a sharp action ensued with that of the Portuguese, in which, without being decisive, the English ships had the advantage. This action was followed by others, the English being still able to maintain their ground. The Portuguese Admiral made an unsuccessful attempt to burn the English ships; they however succeeded in making good the landing of their cargoes.

1631. In this year the Portuguese were expelled from Mombas, on the East Coast of Africa

1634. An agreement took place between the English and Portuguese, in the form of a truce, or cessation of hostilities, by which the Portuguese ports were to be open to the English, and the English factories to act on friendly terms towards the Portuguese; and this truce was to continue between the two nations till six months after the determination of the Courts of England and Spain on this subject should be known in India. This contract, however, was not sanctioned by the English Government.

1635. The Dutch expelled the Portuguese from the Island of Formosa, and held possession of it till 1661, when the Chinese succeeded in driving them out.

1638. In consequence of the cruelties committed by the Portuguese in Ceylon, the King of Candy sent to Batavia for assistance against them, whereupon an alliance was concluded, by which the Dutch undertook to furnish an army and a fleet for the service of the King, to reduce the fortresses in the possession of the Portuguese, and when dismantled, to put them into his hands; on the other hand, it was stipulated, that the King should provide an army, and pay the Dutch the expence of their expedition, and that they should be allowed to keep some port as a secure retreat. In consequence of this treaty, the Dutch in 1639 sent a considerable force from Batavia, and made themselves masters of Trincomalee and Batecalo, which they demolished, and delivered over to the King, and in the following year they reduced Negombo and Point de Galle. The Portuguese soon after succeeded in retaking the former place from the Dutch, and blockaded the latter for two years without obtaining possession of it.

1640. In this year Portugal again became a separate sovereignty; but the spirit of the nation was much broken, and from the increased strength of the Dutch in India, they did not possess sufficient resources to recover their ancient power there. The English at Surat, on receiving intelligence of this event, formed a convention with the Viceroy of Goa, for their mutual defence.

The Dutch in Ceylon, on receiving advice of the revolution in Portugal, and of the truce between the King and the United Provinces, agreed that each should continue possessed in the Indies of what was actually in their power at the conclusion of this treaty. From the imprudence of the Portuguese the treaty was broken off, and the war continued for a series of years with varied success.

In this year the Dutch succeeded in obtaining possession of the port of Malacca, which was a serious loss to the Portuguese, as their trade suffered considerably in consequence. About this time, the

Portuguese were expelled from Japan, at the instigation of the Dutch, after experiencing most dreadful persecutions and massacres, in which it is said upwards of 400,000 Japanese Christians perished.

1643. The Dutch Government at Batavia, with a view of weakening the relations between the Portuguese and English, sent a commissary to Goa, in order to negotiate a peace. As the Dutch had obtained many advantages over the Portuguese fleets, it was proposed that the Portuguese should cede their possessions in Ceylon; but the Dutch having experienced several defeats on that island, the Viceroy rejected the proposal, as inadmissible. The negotiation was therefore broken off, and the Dutch assembling their fleet, blockaded Goa.

1644. The negotiations between the Portuguese and Dutch, which had in the former year been broken off, was renewed on the 1st November, 1644, and a treaty of peace concluded between the two powers in India, by which the prizes taken by either were to be given up, and a moiety of the cinnamon trade ceded to the Dutch.

1648. The Arabs succeeded in expelling the Portuguese from the port of Muscat.

1652. The war on Ceylon between the Portuguese and Dutch was renewed, and lasted many years, in which the latter power sustained several defeats; they however succeeded ultimately in expelling the Portuguese. In October, 1655, they captured Caliture; and in May following, the fortress of Columbo, the capital of the Portuguese possessions on the island. The King of Candy assisted at this siege, and insisted that it should be put into his hands, agreeable to treaty, which the Dutch positively refused, on the plea that a large sum of money was due to them, for which they meant to keep Columbo as a security.

1656. In this year the Dutch obtained possession of Calicut from the Portuguese.

1658. The Dutch captured Jafnapatam, the last place on Ceylon in possession of the Portuguese, on June 24th, 1658. The garrison were made prisoners of war, and transported to Batavia. Negapatam, and several other places on the Coast of Coromandel, were likewise taken from them by the Dutch.

1661. By a treaty of marriage between the Infanta of Portugal and King Charles II. the Crown of Portugal ceded and granted to England the island and harbour of Bombay in full sovereignty; but it was not transferred for some time, in consequence of the instructions not being sufficiently explicit, the English claiming the island and its subordinates, whereas the Portuguese would only agree to the cession of Bombay alone, which the English were afterwards under the necessity of accepting.

At the mediation of England, a negotiation was set on foot between Portugal and Holland. The Dutch having reduced the greater part of the Portuguese possessions in India, which losses were in some measure balanced by the expulsion of the Dutch from Brazil, and the capture of numerous Dutch ships by privateers, a treaty was concluded between the two powers, by which each was to retain what was then in their possession.

1664. Notwithstanding the treaty concluded between the Portuguese and Dutch in Europe, the latter power continued to attack the Portuguese settlements in India, and succeeded in capturing Quilon in 1661, Cranganore in 1662, Cochin in 1663, and most of the other places on the Malabar Coast; by which acts, in open defiance of a treaty between the two countries, the Dutch became the paramount European power in the East Indies, and Portugal was reduced to the mere possession of Goa, of Mosambique, Diu, Macao, and a few other dependencies on the Coasts of Malabar and Coromandel.

1669. The Dutch took Macassar from the Portuguese, likewise St. Thomé near Madras.

1670. The Muscat Arabs invaded and plundered Diu, but were driven out in a short time with considerable loss.

1699. Dr. Gemelli, who returned this year from his six years' travels round the globe, treating of the Portuguese conquests in the East Indies, observed that the remains of them were so very inconsiderable, as scarcely to defray their own expences.

1731. The Portuguese trade with India, although rigorously confined to the subjects of the mother country, was never put into the hands of an exclusive Company incorporated by charter, except during a short time in 1731, when the King of Portugal granted permission for *one* ship to make *one* voyage to Surat and the Coast of Coromandel, and back to Portugal, exclusive of all others, for which end a Company was established, whose capital was limited to 600,000 crusados, and the subscribers were, soon after the return of the ship, to be paid back their principal, and dividend of the profits. This experiment was attended with but little success. The Sovereign always retained the direction of the East India trade in his own hands, and granted from time to time privileges of letting out vessels, in a certain limited manner, to private copartnerships and individuals, who thus enjoyed a monopoly of the supplies required of both Indian and European commodities.

1752. The monopoly of the East India trade continued vested immediately in the Crown until this year, when it was said to be abolished; but various important articles still continued subject to the royal privileges, and could only be bought in India, and sold in Europe on the King's account.

1780. For many years past it had been a matter of indifference what became of the East India trade. From the splendid pre-eminence which it once possessed over every other branch of the Portuguese commerce, it had sunk to a few annual voyages, in consequence of the bad management of the trade, the limited demand for Asiatic commodities, and the facility with which Portugal was supplied from Brazil with many of the articles formerly received from the East. The few remaining Asiatic possessions produced so little to the Crown of Portugal, that it had been more than once debated whether it would not be to their interest to abandon them altogether; and there is reason to believe that it was purely a religious motive that hindered this measure from taking place.

1810. The following is a statement of the commerce carried on between the British possessions in India and Portugal, from the year 1795 to 1806 inclusive. In the first seven years, 1795 to 1801, the account of imports and exports from Bengal only is stated; those of Madras and Bombay, of which no correct account has been kept at those Presidencies, are estimated together at one fourth of those of Bengal. In the years 1802 to 1806 that of the whole possessions is stated together.

IMPORTS INTO THE BRITISH SETTLEMENTS.

Years.	Merchandise. Sicca Rupees	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1795	1,88,298	8,36,645	10,24,943
1796	72,855	4,45,170	5,18,025
1797	59,449	6,34,871	6,94,320
1798	12,482	1,91,700	2,04,182
1799	63,476	45,92,915	46,56,391
1800	2,63,989	7,05,530	9,69,519
1801	97,555	9,77,099	10,74,654
Total.	7,58,104	83,83,930	91,42,034
½	1,89,526	20,95,982	22,85,508
1802	5,92,399	14,56,697	20,49,096
1803	4,57,895	33,89,330	38,47,225
1804	5,29,253	23,18,968	28,48,221
1805	6,46,979	26,48,736	32,95,715
1806	9,14,713	24,18,144	33,32,857
Total.	40,88,809	227,11,787	268,00,596

EXPORTS FROM THE BRITISH SETTLEMENTS.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1795	21,81,371	——	21,81,371
1796	7,10,926	——	7,10,926
1797	12,85,595	——	12,85,595
1798	4,40,880	——	4,40,880
1799	33,44,435	——	33,44,435
1800	20,57,936	——	20,57,936
1801	16,88,486	——	16,88,486
Total.	117,09,629	——	117,09,629
½	29,27,407	——	29,27,407
1802	28,93,744	——	28,93,744
1803	29,97,851	——	29,97,851
1804	29,96,955	——	29,96,955
1805	19,58,269	——	19,58,269
1806	19,43,635	——	19,43,635
Total.	274,27,490	——	274,27,490

From the foregoing statement it appears that the amount of merchandise imported into the British settlements in India from Portugal, in the years 1795 to 1806 inclusive, was ..... Sicca Rupees 40,88,809

Amount of merchandise exported during the same period 274,27,490

Exports exceed the imports 233,38,681

Amount of the treasure imported into the British settlements from Portugal, in the years 1795 to 1806 inclusive was, ... 227,11,787

Balance *in favour* of the British settlements ..... Sicca Rupees 460,50,468

which, at the rate of 2s. 6d. sterling per Sicca Rupee, is £5,756,308 10s.

In 1805 the imports into the British settlements from Portugal consisted of

ARTICLES.	Bengal. Sicca Rupees.	Madras. Sicca Rupees	Bombay. Sicca Rupees.	Total. Sicca Rupees.
Madeira wine	2,70,000	—	1,00,809	3,70,809
Lisbon wine	1,18,079	—	—	1,18,079
Port wine	13,188	—	—	13,188
Paper	14,452	—	95,762	1,10,214
Sundries	13,544	—	21,145	34,689
Merchandise	4,20,263	—	2,17,716	6,46,979
Treasure	18,13,856	1,30,000	7,04,880	26,48,736
Total	22,43,119	1,30,000	9,22,596	32,95,715

In 1805 the exports from the British settlements to Portugal consisted of

ARTICLES.	Bengal. Sicca Rupees.	Madras. Sicca Rupees.	Bombay. Sicca Rupees.	Total Sicca Rupees.
Piece goods	12,13,353	—	4,11,310	16,24,663
Indigo	1,52,227	—	—	1,52,227
Drugs	—	—	18,218	18,218
Cotton	—	—	1,16,000	1,16,000
Cassia and cassia buds	—	—	9,050	9,050
Grain	18,000	—	—	18,000
Sundries	12,763	—	7,348	20,111
Total	13,96,343	—	5,61,926	19,58,269

Goa, the capital of the Portuguese possessions, is now garrisoned by British troops, and Macao was also taken possession of, but the Chinese compelled them to restore it to the Portuguese. Diu, Dumaun, and Mosambique, with part of Timor, and some small dependencies thereon, are all that remain in the occupation of the Portuguese. Such is the present state of that power in India, which once commanded the whole of Africa and Asia, from the Cape of Good Hope to Japan.

CHAPTER XV.

Coast of Canara.

Its Extent—Carwar; Description—Coins, Weights, and Measures—Imports and Exports—Provisions and Refreshments—Anjedivah—Merjee—Fortified Island—Onore; Description—Coins, Weights, and Measures—Imports and Exports—Barcelore—Mangalore; Description—Coins, Weights, and Measures—Imports—Exports—Commerce with Madras and Bombay.

COAST OF CANARA

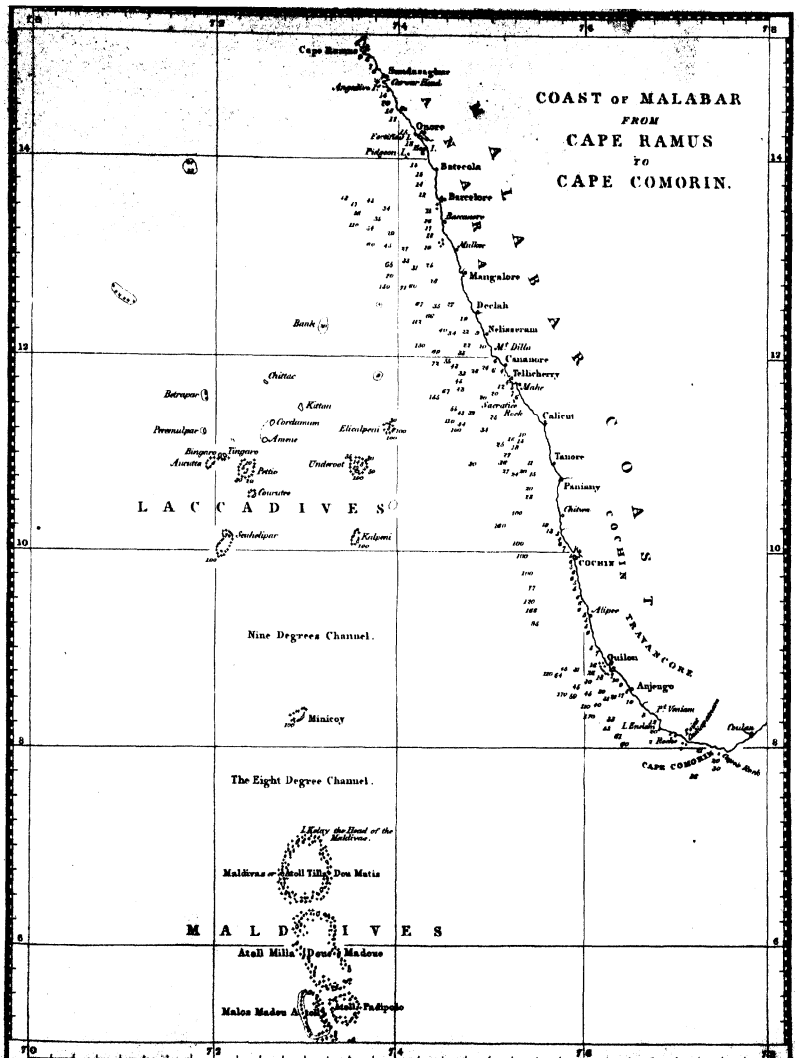
Extends from Cape Ramus, nearly to Mount Dilly, the whole of which is subject to the English.

CARWAR.

Carwar Head, which forms the northern extreme of the bay, is in latitude 14° 47′ North, and longitude 74° 16′ East. The bay is about two miles deep; at the bottom there is a river, with the fort of Carwar or Sudashagur, on the north side of the entrance; the river is capable of receiving vessels of 300 tons. Carwar stood about three miles above the fort, on the opposite bank of the river. It was formerly a place of considerable trade; but during the reigns of Hyder and Tippoo, it fell to decay, and at present is of little note. About 1640 an English factory was settled here, and factors from Carwar were fixed at Hubeley and other places, to sell the imports, and collect the cloths intended for England, which were provided on the other side of the Ghauts; for according to Mr. Fryer, "Carwar has no commodities or manufactures of its own product." He was there in 1676, and says "The factory was decaying by reason of the embroils of the country, merchants being out of heart to buy or sell." In 1684 the trade was interrupted by the crew of one of the Company's ships then loading pepper in the port, having stolen a cow, and killed it. Being resisted by the Hindoos, they fired at, and killed two children of rank, which irritated the natives, who would have destroyed the factory, had they not bee deterred by the Company's shipping then in the harbour. In 1683 the investment ordered from Carwar was considerable, and consisted of

200 tons pepper.	50 bales cardamums.
51,000 pieces of dungarees.	2000 pieces broad baftaes.
8,000 ditto pautkaes.	2000 ditto sevaguzzies.
10,000 ditto percollaes.	50 candies cassia lignea.

Dungaree is the lighter sail cloth of India, and the quantity might have been ordered in consequence of some expectation of a war with Holland, but only 8000 pieces were procured. The intention, nevertheless, proves that this part of the coast was at that time in repute for the abundance of its manufactures, which at present scarcely supply more than the consumption its diminished inhabitants require.


COAST OF MALABAR
FROM
CAPE RAMUS
TO
CAPE COMORIN.
Cape Ramus
Sundanagherr
Angedive
Onore
Batecala
Barcelore
Mangalore
Declah
Nellisseram
Mt Dilla
Cananore
Telicherry
Mahe
Calicut
Tanore
Paniany
Chitwa
COCHIN
Alipee
Quilon
Anjengo
Cape Comorin
COAST OF COCHIN TRAVANCORE
Bank
Chittac
Betrapar
Kittan
Cordamum
Perumulpar
Ammie
Elicalpeni
Bingaree
Aurutta
Tingara
Pettie
Undewat
Tourutee
Anbelipar
Kelpeni
LACCADIVES
Nine Degrees Channel.
Minicoy
The Eight Degree Channel.
I. Kelay the Head of the Maldivas.
Maldivas or Atoll Tillig Don Matis
MALDIVES
Atoll Milla Pour Madoue
Malos Madeo Atoll Padipolo

COINS, WEIGHTS, AND MEASURES.

Coins.—Accounts are kept in pagodas, fanams, and pice. All bargains with the country merchants are made for Darwar pagodas, which are 36 fanams, or 48 imaginary jettals;—six cash, or pice, are reckoned a fanam in accounts, but they rise and fall in the bazar; one pice is six budgerooks.

The Darwar pagoda always passes for 3¾ rupees.
The Venetian passes for 56 to 57 jettals, or 42 to 42¾ fanams.
The Gubber ditto 53 to 54 ditto

The Darwar pagoda being coined in the province, is most esteemed by the natives, but the Ikeri pagodas are worth more; they are of the same fineness, but differ in form and weight, 40¼ of these being equal to 42¼ Darwar pagodas. Spanish dollars pass current here.

Weights.—One seer is near 8oz. 19dwts. Troy: 42 seers make 1 maund, and 20 maunds 1 candy, which makes the candy about 514lbs. 14oz. though it is commonly reckoned 520lbs. avoirdupois.

Measure.—The long measure is the covid, equal to 18 English inches.

IMPORTS AND EXPORTS.

During the period the English had a factory here, a considerable trade was carried on with Persia and Arabia. From the former place were imported almonds, dates, rose-water, and raisins, and from Arabia, horses, drugs, &c. Of European goods, iron, lead, sword blades, knives, branch coral, and wearing apparel for the Portuguese, were imported; and the returns were

Pepper, free on board, 22 Darwar pagodas per candy	Goa Arrack 20 to 25 rupees per hhd.
Coarse brown cloth 2 rupees per piece	Schiraz wine 40 rupees per chest.
Coarse brown muslin 3 ditto	Rose-water 40 ditto

Besides which, cardamums, cassia, nux vomica, some bezoar, and a few other trifling articles, were to be procured. The best pepper on the coast was produced in this district.

PROVISIONS AND REFRESHMENTS.

On this part of the coast there are plenty of good bullocks; but they are forbidden to be killed, on account of the religious prejudices of the natives. Poultry may be procured, and the bay abounds with various sorts of excellent fish. Wild peacocks are in plenty in the neighbouring woods.

ANJEDIVAH.

This island is in latitude 14° 44′ North, about two miles from the shore, to the southward of Carwar head. It is about a mile in length, and possessed by the Portuguese. It appears on the outside barren and rocky, but on the side next the land it is pleasant. Here are a small town and castle, and a few gardens; it is chiefly used to transport felons to from Goa and the island of Diu. They are taught to spin cotton thread and yarn, and to weave stockings, which are the best made in this part of India, and very cheap.

Anjedivah was important in former times for being the place where the first Portuguese voyagers careened and refitted their ships, and it was the retreat of the British troops sent from England to take possession of Bombay, on the King's marriage with the Infanta of Portugal; but the Viceroy of Goa refusing to deliver it, the troops were landed here, when their commander, Sir Abraham Shipman, died; and the troops, for want of provisions and accommodation, and from the unhealthiness of the climate, were reduced from 400 to 103 men, previous to the island of Bombay being ceded by the Portuguese, which took place in 1664–5.

In case of necessity, a ship may find shelter from the S. W. monsoon under this island.

MERJEE.

This river is in latitude 14° 30 North, and longitude 74° 31′ East, about 18 miles S. E. from Anjedivah. The entrance is between two bluff points, one to the northward, the other to the southward, which is the highest, and defended by a redoubt, near which is a cluster of fine green trees that makes it very remarkable. Just within the south point, on the side of a hill, stands a small square fort built of brown stone, and near it the village. This place suffered in a siege it sustained from Hyder, and in the reign of his son it was nearly deserted. Merjee river is recommended for ships wooding and watering, it being very expensive and tedious at most other places on the coast. Upon the northern side of the river, on the hill you may cut good and large fire-wood, and rice may be procured in any quantity. Fresh water is to be had also in great plenty, extremely soft and good, and with the greatest ease, as you do not go into the river; the watering place is a very fine sandy cove, just within the north point of the westernmost part of the bay, where your boats may land, and you can roll your casks upon the sand to a low stone wall about a foot high, over which you may dip your buckets into the pool of fresh water, and a large fleet may water in two or three days. The most convenient situation to anchor is about a mile from the north bluff, having Fortified Island near Onore in one with the southern extreme of the land bearing S. S. E. The river in no place has less than 4½ fathoms at half ebb; on the bar there are 3 fathoms, and within it 7 fathoms, till near the town, so that if there was occasion, a ship might enter the river, but it would be necessary to send a boat first to sound the bar.

The candy at Merjee is equal to 540 lbs. avoirdupois; 42 bales or robins of rice are a corge.

FORTIFIED ISLAND.

This island is in latitude 14° 19′ North, about two miles from Onore; it derives its name from being fortified all round with a stone wall, having guns mounted on towers at proper distances. The landing place is at the south end, where there is a fort with eight guns mounted. The island is about six miles in circumference, and about one in the nearest part from the main land; between is a channel for large boats.

A small trade is carried on with this island for a kind of reddle, which is used by the natives for painting their houses; here is abundance of good fresh water.

ONORE

Is situated in latitude 14° 18′ North, on the north side of a salt-water river. Near its entrance is a shoal, on which are only nine feet at low water; within it has sufficient depth to receive vessels drawing 16 or 18 feet; the best channel is at the south part of the entrance of the river. It is navigable a considerable way inland, which makes it convenient for bringing down the pepper and sandal wood, which are the principal articles that are exported from hence. A ship may anchor in the roads with Onore flagstaff E.N.E. and Fortified Island N. by W. about a mile from the shore. Fresh water is rather scarce here.

Onore was formerly a place of considerable trade, and Hyder had established docks for building frigates and other ships of war; it was taken by the English under General Matthews in 1783, and the garrison put to the sword, but restored to Tippoo by the treaty of Mangalore, who soon after totally demolished it. In the river are the remains of some ships which were sunk by our troops when the place was taken. It is now recovering fast, a custom-house and many new houses having been built.

COINS, WEIGHTS and MEASURES.

Coins.—The common currency here consists of Ikeri, Sultany, and Bahadary pagodas; Surat and Madras rupees, which are considered of equal value; fanams, a small silver coin; and dubs, a copper coin.

10 dubs, 5½ fanams, 4 rupees } make { 1 fanam. 1 rupee. 1 pagoda

WEIGHTS.—The seer weight is the same as at Mangalore; it ought to weigh 24 Bombay rupees, but these being scarce, in their stead dubs are commonly used, and are somewhat heavier.

The number of seers contained in the maund, varies according to the goods sold, *viz.*

Common articles in the bazar are	40 seers or	avoir. lbs.	24,55
Pepper	42		26,99
Beetle nut	45½		27,92
Dry cocoa nut kernels	48		29,46
Jaggery	44		26,82

MEASURES.—There are two kinds of grain measures in use, one for the farmers, and one for the merchants; the basis of the former is the hany, containing 87¼ cubical inches.

hanies	make	1 colaga, which is equivalent to bushels		0,816
20 colagas		1 moray or mudy for common use		1,632
22½ colagas		1 moray for sale		1,813
15 colagas		1 moray for seed		1,224

The basis of the measure by which the merchants deal, is the sida of 32¼ cubical inches.

6 sidas	make	1 colaga	bushels	0,907
20 colagas		1 moray		1,814
30 morays		1 corge		54,419

The bazar moray, and that of the farmers for sale, ought to be the same, but they differ a little.

IMPORTS AND EXPORTS.

The Company had a factory here in Hyder's time, where they annually procured about 900 candies of pepper, the price varying from 110 to 120 rupees per candy of 520lbs. They had also the whole of the sandal wood: the quantity then brought to Onore, varied from 200 to 300 candies. No cardamums ever came this way. The beetle nut exported from Onore amounted annually to 1000 candies: of this the Company took whatever they wanted, as they had always a preference.

The trade in cocoa nuts, and dried nuts, called copra, amounted to about 12,000 rupees annually, and was in the hands of individuals. Owing to the great number of inhabitants, rice was then imported; at present it is the chief article of export. There never were in this country any manufactures. The oppressions of the late Sultan soon destroyed the whole trade; but the merchants are now returning from the countries to which they fled, and the exports at present, besides rice, are a little pepper, beetle nut, and cocoa nuts, which are purchased by boats from Goa, Radjapour, and Bombay. The pirates on this coast are a great obstacle to the inhabitants building boats for the exportation of goods. The present price of the staple articles here is as follows:—

Rice for slaves	per corge 13 Pagodas.	Beetle nut boiled, per candy	15 Pagodas.
Ditto coarse	15 ditto.	Ditto raw	11 ditto.
Ditto fine	22½ ditto.	Cocoa nut, copra	10 ditto.
Black pepper	per candy 30 ditto.	Ditto whole	6 ditto per 1000.

There were no duties levied on exports, and no pepper was exported except by the Company.

BARCELORE

Is about 14 leagues to the southward of Onore, in latitude 13° 45′ North. It stands on the banks of a broad river about 4 miles from the sea. The Dutch formerly had a factory here for the purpose of purchasing rice for their garrisons on the Malabar Coast. The river has a bar, on which are 13 feet water at spring tides. About ten miles' distance inland is a round mountain, called Barcelore Peak.

A considerable trade is carried on with the Muscat Arabs, their vessels bringing horses, dates, kismisses, &c. taking in return, rice, pepper, and a few other articles.

MANGALORE.

This town is situated near the mouth of a considerable river, in latitude 12° 50′ North, and longitude 75° 7 East; it is navigable only by small vessels, there being but 10 or 11 feet water on the bar. The anchorage for large ships is abreast the fort and river, with the flagstaff about E. by N. distance from the the town 2 or 2¼ miles. The castle is large and strongly fortified, and so situated as to command and protect the town and entrance of the river. There are some other small forts in its neighbourhood, at the back of the town, and at the entrance of the river. The town is of considerable extent.

Mangalore was the principal seaport in the dominions of Hyder, and a place of considerable trade. In 1768 it was taken by the English, and the shipping, consisting of nine large, and several smaller, brought away; it was however soon recovered by Hyder. In 1781 he had so far replaced his navy as to have nearly finished several ships of the line, and some frigates and sloops, when it was taken by General Matthews. In 1793 it was invested by Tippoo in person, with an army of 140,000 men, assisted by the French. The Governor, Colonel Campbell, made a most gallant defence, and suffered every extreme of famine, till the place was given up on honourable terms at the conclusion of the war, when it was found a mere heap of rubbish. It came again into the possession of the English at the conquest of Mysore, and has continued so ever since.

Since the Company acquired the government of the country, many considerable merchants from Bombay, Surat, and Cutch have settled here, and the trade has much increased. The vessels employed in it are mostly belonging to other ports. Vessels from Muscat, Aden, Mocha, Judda, and other places come here for grain, and large quantities are sent to various places on the coast.

COINS, WEIGHTS, AND MEASURES.

COINS.—The following are the coins in common currency here, and their value in rupees, *viz.*

Ikeri or Swamy pagoda	4 Rupees.	Madras or star pagoda	3½ Rupees.
Bahadary or Hyder's pagoda	4 ditto.	Porto Novo ditto	3 ditto
Sultany or Tippoo's ditto	4 ditto.	Canter Raya or Ikeri fanam	⅓ ditto.
Kristna or Mysore ditto	4 ditto.	Vir Raya fanam	¼ ditto.

Of silver coins, the Surat and Madras rupees are considered of equal value, and pass for 5½ silver fanams, the same as are current in Malabar; in the bazar they exchange for 10 dudus or dubs, but in revenue are taken for 14 dubs each.

Of copper coins, the Bombay pice coined in England, and Tippoo's dubs are current here; these with their fractions ½, ¼, and ⅛ are the only small coins in use. Cowries are not in circulation.

In payment for goods or debts, every person must receive these coins at the above rate of exchange. The money changers give silver for gold at the regulated price; but they take a small batta, or exchange,

when they give gold for silver. They also give copper for silver at the regulated price, but demand 10¼ dubs for the silver fanam.

Accounts are commonly kept in Sultany pagodas, rupees, and annas; others are kept in pagodas, a nominal fanam of 10 to a pagoda, and annas, or 16 parts of these fanams.

Weights.—The seer used for weighing, contains 4297 grains, which is rather more than 24 Bombay rupees. The seer is divided into halves, quarters, eighths, and sixteenths. The number of seers in the maund varies according to the goods to be disposed of.

The maund by which goods are sold in the market is .....46 seers, or lbs.	28,14
The maund by which the merchants purchase, and by which the Company buy and sell, weighs 16 rupees more, or	28,55
Jaggery is bought and sold by the maund of 40 seers	24,47

The candy contains 20 maunds, and varies accordingly, from 571 lbs. to 589¼ lbs.

Measures.—The seer in the bazar is formed by mixing equal quantities of salt, and of the nine most common grains, and then by taking of the mixture 84 Bombay rupees weight; this fills the seer measure, and is about 73,683 dec. cubical inches. The moray contains 38 seers, or about $1\frac{3}{10}$ bushel.

The grain measure, by which the farmers sell their crops, is thus formed: 64,125 cubical inches make 1 hany, 14 hanies make 1 cullishigay, 3 cullishigays make 1 mudi or moray, which is about 1,2525 bushel.

Grain, salt, and sometimes pepper, are sold by measure; of this last a pucka seer, or 73,683 cubical inches, is reckoned to weigh 51¼ Bombay rupees. The corge for rice is 49 morays.

IMPORTS.

The principal imports are, cotton cloths from Surat, Cutch, and Madras. The Surat blue cloth is the most common; it is 36 cubits long, 2 broad, and of a very dark colour, selling here from 18 to 50 rupees per corge; and coarse white cloth from Cutch, Bownaghur, and other places to the northward of Bombay.

Salt from Bombay and Goa; the former sells at 70, the latter at 50 pagodas the cumba.

Raw silk for the use of the manufacturers above the Ghauts, is imported from China and Bengal; and from Muscat, a kind of red dye, a species of madder, is brought.

Sugar is imported from Bengal and China, and oil and ghee from Surat and Cutch.

Much of the cloth used in the country, is brought from above the Ghauts by the merchants of the place.

A few European articles are annually imported for the use of the troops, the European residents, &c.

EXPORTS.

Rice is the grand article of export. It is sent to Muscat, Bombay, Goa, and Malabar. The average price, including duties and shipping charges, varies according to its quality, from 24 to 18 pagodas per corge of 49 morays: this is the price for good rice; the coarser kinds are lower in proportion.

Beetle nut is the next article of export; it is sent to Bombay, Surat, and Cutch. The export price of the raw nut is 12 to 14 pagodas, and that of the boiled 15 to 16 pagodas per candy.

Pepper is the next great article of export; its average price is 34 pagodas per candy. The customs on pepper are lower here than in Malabar, yet the price is in general higher at Mangalore than at Tellicherry.

Sandal wood is sent to Bombay, but it is all the produce of the country above the Ghauts.

Cassia is sent to Muscat, Cutch, Surat, and Bombay; it is exported at from 8 to 9 pagodas per candy.

Turmeric grows here, and is exported to the same places, at the rate of 8 pagodas per candy.

The trade of Mangalore is said to have decreased considerably since the time of Hyder. The principal merchants were Moplas; but since the Company have acquired the government of the country, many men

of substance have come from Surat, Bombay, and other places to the northward, several of whom are Persees. The vessels employed in trade belong chiefly to other ports.

The following is an account of the imports and exports into the province of Canara in the two last years, while under Tippoo's government, and the two first under the East India Company's government.

Years.	Imports.	Exports.
1797–8	Pagodas 89,842	Pagodas 6,45,899
1798–9	60,508	6,76,342
1799–1800	4,24,430	8,85,057
1800–1	3,61,040	12,67,454

The above includes both the foreign and coasting trade.

COMMERCE WITH MADRAS AND BOMBAY.

The following is a statement of the merchandise and treasure imported into the provinces of Canara and Malabar united, from Madras and Bombay, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from the provinces of Canara and Malabar during the same period.

IMPORTS FROM MADRAS AND BOMBAY.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	8,49,603	6,995	8,56,598
1803	25,82,191	54,447	26,36,638
1804	8,90,340	92,029	9,82,369
1805	7,99,443	71,181	8,70,624
1806	7,00,773	4,93,989	11,94,762
Total	58,22,350	7,18,641	65,40,991

EXPORTS TO MADRAS AND BOMBAY.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	13,42,402	50,483	13,92,885
1803	43,23,397	7,496	43,30,893
1804	27,13,909	15,109	27,29,018
1805	18,55,352	98,049	19,53,401
1806	29,00,681	43,735	29,44,416
Total.	131,35,741	2,14,872	133,50,613

Merchandise imported into Canara and Malabar from Madras and Bombay, in the years 1802 to 1806 inclusive ..... Sicca Rupees		58,22,350
Ditto exported from ditto to ditto		131,35,741
Exports *exceed* the imports		73,13,391
Treasure imported into Canara and Malabar during the above period	7,18,641	
Ditto exported from ditto	2,14,872	
		5,03,769
Balance in *favour* of Canara and Malabar ..... Sicca Rupees		78,17,160

The accounts kept of the imports and exports of Bengal, include, under the head of the Coast of Malabar, the whole commerce of the western coast of India.

CHAPTER XVI.

Coast of Malabar.

Its Extent—Billiapatam—Cananore; Description—Coins, Weights, and Measures—Imports and Exports—Laccadive Islands—Tellicherry; Description—Coins, Weights, and Measures—Imports and Exports—Commerce of the Coast of Malabar with Bengal—Commerce with Madras—Import and Export Duties—Provisions and Refreshments—Mahe; Description—Calicut; Description—Coins, Weights, and Measures—Imports and Exports—Prices of Drugs and Spices at Calicut in 1520—Beypour; Description—Teak Timber—Paniani; Description—Imports and Exports—Chitwa—Cranganore; Description—Cochin; Description—Coins, Weights, and Measures—Imports and Exports—Provisions and Refreshments—Alipee—Porca—Quilon—Anjengo; Description—Coins, Weights, and Measures—Commerce—Provisions and Refreshments—Cape Comorin—Maldive Islands; Description—Coins—Imports and Exports—Commerce with Bengal and Madras.

THIS coast is said to commence about eight leagues to the southward of Mangalore, at a place called Declah, where there is a white wall in ruins visible from the offing. From thence it extends to Cape Comorin; but Mount Dilly, a conspicuous headland, in latitude 11° 59′ North, and longitude 75° 31′ East, is considered by navigators as the limit between the Coasts of Canara and Malabar. This is the narrowest part of the channel between the main and the Laccadives, the distance being 27 leagues.

BILLIAPATAM

Is situated on the banks of a river, about six miles to the eastward of Mount Dilly. The river extends a considerable distance inland, but is only navigable by small vessels, it having a bar with from one to two fathoms, abreast of which ships may anchor in three to five fathoms, about two miles off shore.

The English established a factory here in 1669, for supplying themselves with pepper. The Dutch also had a resident here for a number of years. The principal produce at present is grain.

CANANORE

Is situated at the bottom of a small bay, which is one of the best on the coast. The town contains many good houses belonging to the Mussulman merchants; the remainder are chiefly huts. The fort is situated on a kind of peninsula, which forms the bay, and is in latitude 11° 51′ North, and longitude 75° 25′ East; it is very strong, and since the province has belonged to the Company, it has been considerably strengthened with works after the European fashion, and is now the head quarters of the troops stationed in the province, for which it seems well adapted.

Ships may anchor abreast the fort, in from 4¼ to 5 fathoms.

Cananore was first visited by the Portuguese in 1501, where they were kindly received. They obtained permission to build a fort, and soon after found occasion to quarrel with the inhabitants, and took the city, of which they retained possession till driven out by the Dutch about 1660. The Dutch strongly fortified it, expending in the year 1670, £50,000 on the fortifications. At length finding it of no utility to them in a commercial point of view, it was in 1770 sold to a native Prince for 100,000 rupees; it was afterwards taken by Tippoo, and in December, 1790, it was taken from him by the English, under Major-General Abercrombie, and has remained in their possession ever since.

Some indifferent bullocks and poultry are to be procured here; watering is difficult and expensive, and fire-wood is scarce.

COINS, WEIGHTS, AND MEASURES.

All sorts of Indian coins pass current here; the weights and measures are the same as at Tellicherry.

IMPORTS AND EXPORTS.

The district of Cananore is small, extending in no part more than two miles from the fort; yet the Bibby, or Queen, pays a revenue of 14,000 rupees as a land tax, and the Company receive all the customs. She is allowed to collect all the other revenues. Most of the Laccadive Islands belong to her, and she has several vessels, which constantly trade to Arabia, Bengal, Surat, and Sumatra, from whence the following articles are imported.

Almonds.	Camphire.	Opium.	Sugar candy.
Arrack.	Dates.	Piece-goods.	Turmeric.
Benjamin.	Horses.	Rose-water.	Tobacco.

By the outward-bound East India ships for Bombay, which occasionally stop here on their way up the coast, and by coasting vessels from Bombay, are imported for the consumption of the Europeans stationed at Cananore, and in its neighbourhood, the under-mentioned articles, *viz.*

Ale and porter.	Cloths.	Hosiery.	Saddlery.
Boots and shoes.	Glass ware.	Oilman's stores.	Stationery.
Brandy.	Guns and pistols.	Perfumery.	Salt provisions.
Books & pamphlets.	Hats.	Plate & plated ware.	Wines.

The exports from Cananore consist of the under-mentioned articles

Cardamums.	Cassia Lignea.	Pepper.	Sharks' fins.
Coir.	Nux Vomica.	Sandal wood.	Tortoise shell.

LACCADIVE ISLANDS.

This Archipelago of low islands is opposite the Coast of Malabar, and extends from latitude 10° North, to about 12° North, having an extensive channel separating them from the coast. There are nineteen principal ones, most of them surrounded with reefs and steep rocks; and as their true position and limits seem not correctly determined, are avoided as much as possible. The southernmost one is

MINICOY,

And is in latitude 8° 17′ North, and longitude 73° 18′ East. It is about 6½ miles long, and half a mile broad, extending in the form of a crescent to the N.W. having a coral reef across it, the channel through which is very intricate and narrow, having only two fathoms water. The town is situated

within this reef; the inhabitants are very civil. A trade is carried on from hence to Cannanore, in coir and cocoa nuts, and at this island is caught the fish called commelmutch, so much esteemed in Malabar.

KALPENI

Is about 37 leagues in a N. N. E. direction from Minicoy; it is about four miles long, and one broad, surrounded with reefs, through which is a small opening on the S. W. side of the island, where boats go to the town, which is in the midst of cocoa nut trees.

UNDEROOT.

This island is about three miles long from east to west, and 1¼ broad; it is in latitude 10° 48′ North, and longitude 74° East. It is well planted with cocoa nut trees; the town is on the north side of the island, and consists of a few houses scattered along the sea-side. Turtle may be taken here. The water is tolerably good, and the inhabitants are poor and inoffensive. This island is the nearest of the group to the Malabar Coast, and is about 38 leagues distant from Mount Dilly.

The remainder of the Laccadives are not so well known as the above, most of the islands being surrounded by coral reefs, and are dangerous to approach in vessels of any burthen.

The greater part of these islands are subject to the Queen of Cannanore; the inhabitants are all Moplas, and very poor; they subsist chiefly on cocoa nuts and fish, having no grain; their boats are made of cocoa nut stems, and their houses are entirely constructed of that valuable tree. The principal export is coir, and that which is made here, has been at all times esteemed the best in India; it has always been used by the Arabs, and our ships in the Indian Ocean generally prefer it to hempen cordage for running rigging. Ambergris is occasionally to be met with among these islands.

These islands were visited by the Portuguese under Vasco de Gama in 1499, on his return to Europe from Calicut, where he furnished his ships with cordage, of which they were in great want.

TELLICHERRY,

The principal English settlement on the Coast of Malabar, is in latitude 11° 45 North, and longitude 75° 32 East, and about ten miles to the southward of Cannanore. In fine weather, ships anchor in the roads in five fathoms, the flagstaff bearing N. E. by N. off the town 1¼ to 2 miles; but when there is a chance of unsettled weather, they should anchor well out in 7 or 8 fathoms; for his Majesty's ship Superb, of 74 guns, was lost here in 1782: the fleet having anchored in 5 and 5¼ fathoms, a heavy sea began to roll in, which made her strike on the anchor of another ship. There is a ledge of black rocks facing the fort, where small vessels have been known to lie during the S. W. monsoon.

Tellicherry Fort is of considerable size, with strong walls, though rather in a ruinous condition, having convenient houses for the Chief and gentlemen of the factory; that of the Chief is a large and handsome building. About a mile to the southward is a small fort called Mile End, and at a short distance to the northward of Tellicherry is a blockhouse, surrounded by a stone wall, having some cannon mounted. There are two towns, one bordering on the sea-coast, the other in the wood: the principal inhabitants of the former are Portuguese; those of the latter natives. Between the town and the fort is an extensive and open place; on one side is a pleasant garden belonging to the Chief, who has likewise a small one adjoining his house. There is an excellent ride through the wood, much frequented by the European residents.

In 1781 Tellicherry was for a long period blockaded by Hyder Ally's forces; the works with which they blocked up the place, were covered by a fortified camp at a moderate distance. In January, 1782, a considerable reinforcement arrived from Bombay, under the command of Major Abingdon, who immediately formed a plan for relieving the town, and concerted his measures so well, that he had surprised, attacked, and carried the enemy's several forts before day on the morning of the 8th of January, and

pursued his success with such celerity, that he stormed their fortified camp as soon as it was light, and completely routed their forces. Several hundreds of the enemy were killed, and near 1,500 taken prisoners. The spoil was very considerable, consisting of a numerous artillery, with a large quantity of military stores and a number of elephants, which were found in the forts and redoubts. By this success the communication with the country was opened, and the coast for several miles on either side of Tellicherry, was entirely cleared of the enemy.

COINS, WEIGHTS, AND MEASURES.

Coins.—The coins current here are pagodas, rupees, fanams, pice, and tars. There are two kinds of fanams; the one is a small gold coin, with a considerable alloy of silver and copper; the other a silver coin; the pice and tar are copper, coined in England.

2 tars	make	1 pice.
10 pice		1 fanam.
5 fanams.		1 Bombay rupee.

The following are the rates at which gold coins commonly pass current at Tellicherry.

Porto Novo pagodas ..... 3½ rupees.	Venetians, 5 rupees each; but if paid to merchants,
Star pagodas ..... 3½ ditto.	520 rupees per 100 Venetians.
Sultany ditto 4 0 50	Surat gold mohurs ..... 15 rupees each
but to pay for goods, 430 rupees per 100 pagodas	Bombay ditto ..... 16 ditto.

In selling goods, all bargains should be made for Bombay rupees, or you will lose considerably by the coins you are obliged to take here, more particularly the Venetians, which seldom fetch more than four rupees each at Bombay, and upon pagodas the loss is from a quarter to half a rupee each.

Accounts are kept in rupees, quarters, and reas, the same as at Bombay.

Weights.—The commercial weights are pollams, maunds, and candies, thus divided: 20 pollams make 1 maund, and 20 maunds 1 candy, which is reckoned equal to 600 lbs. avoirdupois; but the maund does not exceed 28½ lbs. which makes the candy only 570 lbs.

Measures.—The long measures are the covid, and the guz; the former 18 inches, and the latter 28 inches.

IMPORTS AND EXPORTS.

A considerable inland and foreign trade is carried on here. Most of the ships from China bound to Bombay and Goa, touch here, and dispose of part of their cargoes, which is mostly resold to the inhabitants of the interior, who make their returns in the produce of the country, such as ginger, pepper, cocoa nuts, coir, and cotton cloth, which is very good and cheap; they have a particular kind of towels, esteemed the best in India. Here are several Portuguese merchants, likewise a few Persees. Many of the natives are men of considerable property, more particularly Mousa, who is considered the richest man on the Malabar Coast.

There are several shops for European goods. The articles suitable to the consumption of the place, are such as are enumerated at Cannanore, being chiefly for the use of the military and Europeans stationed in the province; but the quantity required is not to any considerable extent.

The commerce carried on between the British Presidencies of Bengal, Madras, and Bombay with the Coast of Malabar is considerable. At Bengal, the trade of the whole western side of India is classed under the head of the Coast of Malabar; at Madras, the Province of Malabar is kept separate; and at Bombay it is classed with that of Canara.

COMMERCE OF THE COAST OF MALABAR WITH BENGAL.

The following is an account of the merchandise and treasure imported into the Coast of Malabar from Bengal, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from the Coast of Malabar to Bengal during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO THE COAST OF MALABAR.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	33,50,690	——	33,50,690
1803	31,87,854	——	31,87,854
1804	57,93,196	——	57,93,196
1805	53,60,781	——	53,60,781
1806	50,18,260	——	50,18,260
Total.	227,10,781	——	227,10,781

EXPORTS FROM THE COAST OF MALABAR.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	8,71,026	8,400	8,79,426
1803	4,49,245	78,790	5,28,035
1804	3,53,594	——	3,53,594
1805	1,79,413	——	1,79,413
1806	1,38,452	1,66,266	3,04,718
Total.	19,91,730	2,53,456	22,45,186

Articles of Import in 1805.

Piece-goods	Sicca Rupees 13,65,093
Indigo	1,01,422
Sugar	13,50,493
Raw silk	16,98,652
Grain	3,88,990
Bengal Rum	1,20,133
Opium	15,515
Saltpetre	3,900
Ginger	42,176
Canvas and gunnies	72,165
Long pepper and root	38,596
Hemp, flax, and twine	12,384
Turmeric	16,392
Seeds	22,457
Carriages	27,000
Stick, and shell lack	6,567
Sundries	41,273
Imports re-exported, viz.	
Liquors	20,365
Madeira wine	18,000
Spices	11,695
Woollens	1,280
Sundries	46,233
Exports in 1805	Sicca Rupees 53,60,781

Articles of Export in 1805.

Horses	Sicca Rupees 44,800
Tea	19,780
Lametta	11,975
Nankeens	9,350
Red and white lead	7,713
Gunpowder	2,915
Beads	4,545
Coir and coir cables	15,214
Coral	17,188
Piece-goods	721
Liquors	5,900
Timber	6,040
Sundries	33,272
Exports in 1805	Sicca Rupees 1,79,413

Value of merchandise imported into the Coast of Malabar from Bengal, in the years 1802 to 1806 inclusive	Sicca Rupees 227,10,781
Ditto exported from ditto to ditto	19,91,730
Imports *exceed* the exports	207,19,051
Treasure exported from the Coast of Malabar during the above period	2,53,456
Balance *against* the Coast of Malabar	Sicca Rupees 209,72,507

COMMERCE OF THE COAST OF MALABAR WITH MADRAS.

The following is a statement of the merchandise and treasure imported into the Coast of Malabar from Madras, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from the Coast of Malabar to Madras during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO THE COAST OF MALABAR.

Years.	Merchandise. Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	3,33,684	—	3,33,684
1803	2,75,669	1,83,969	4,59,638
1804	5,21,705	38,726	5,60,431
1805	4,06,046	27,954	4,34,000
1806	5,12,375	84,432	5,96,807
Total.	20,49,479	3,35,081	23,84,560

EXPORTS FROM THE COAST OF MALABAR.

Years.	Merchandise Sicca Rupees.	Treasure. Sicca Rupees.	Total. Sicca Rupees.
1802	4,75,791	—	4,75,791
1803	1,52,924	59,243	2,12,167
1804	3,95,744	2,08,066	6,03,810
1805	3,95,588	1,61,474	5,57,062
1806	5,28,803	2,63,905	7,92,708
Total.	19,48,850	6,92,688	26,41,538

Articles of Import in 1805.

Piece-goods	Sicca Rupees	1,05,828
Sugar		948
Bengal Rum		1,03,338
Cotton		4,819
Beetle nut		23,882
Drugs		1,123
Chillies		1,889
Sandal wood		2,044
Pepper		3,779
Tobacco		2,404
Salt		1,090
Cardamums		37,721
Sundries		30,622
Imports re-exported, viz.		
Liquors		57,051
Spices		343
Woollens		293
Sundries		28,872
Treasure		27,954
Imports in 1805	Sicca Rupees	4,34,000

Articles of Export in 1805.

Beetle nut	Sicca Rupees	1,15,616
Drugs		12,176
Fruits		33,896
Oils		4,665
Spices		16,852
Cotton		1,162
Piece-goods		95,905
Provisions		7,058
Sugar		2,285
Liquors		9,550
Grain		12,787
Naval stores		6,721
Tobacco		24,154
Timber		5,147
Sundries		47,614
Treasure		1,61,474
Exports in 1805	Sicca Rupees	5,57,062

Value of merchandise imported into the Coast of Malabar from Madras, in the years 1802 to 1806 inclusive	Sicca Rupees	20,49,479
Ditto exported from ditto to ditto		19,48,850
Imports exceed the exports		1,00,629
Treasure imported into Malabar during the same period	3,35,081	
Ditto exported from ditto	6,92,688	
		3,57,607
Balance *against* the Coast of Malabar	Sicca Rupees	4,58,236

IMPORT AND EXPORT DUTIES.

The customs are farmed by a Persee merchant resident at Tellicherry, and vary according to the articles bought and sold; it is therefore best to make your agreement to be exempt from all duties, which may readily be done with the merchants.

PROVISIONS AND REFRESHMENTS.

Bullocks and water are supplied by the Master Attendant, the former at 12 rupees each, and the latter at 1 rupee per butt, to which is added an office charge of 12 per cent. Rice and paddy are very dear; gram is to be had at 14 to 15 rupees per candy; poultry is indifferent, and yams and other vegetables scarce and dear.

It is difficult to procure plank or mats for dunnaging the hold, and stowing the pepper here; they should therefore be brought from Bombay, or sent for to Cochin.

MAHE.

This settlement is the only one ever possessed by the French on the western side of the Peninsula. It is about 5 miles to the southward of Tellicherry, on the banks of a small river, in latitude 11° 40 North; the river has a bar, but is navigable by boats for a considerable way inland. The French settled here about 1722; it was taken by the English in 1761, at which time it was strongly fortified, having 319 pieces of cannon mounted. Previous to its evacuation, it was completely dismantled; and the fortifications having never been restored, are now in a very ruinous state. It was again taken in 1793, and has remained in our possession ever since. The commercial resident has been removed to this place, to the great injury of Tellicherry, although the situation is preferable for commerce.

When in the hands of the French, a great part of the pepper came here; but since its capture, the whole has fallen into the hands of the Company. The under-mentioned are the quantities exported from their warehouses in the following years.

	Candies.	mds.	lbs.
1782	86	13	7
1783	132	14	19
1784	2185	10	8
1785	28	7	4
1786	615	1	5
1789	937	19	8
1790	1148	9	1
1791	2107	5	5
1792	2001	15	7
1793	2499	6	10
1794	2400	0	0
1795	1914	11	23
1796	none		
1797 of crop of 1796	4155	4	23
1797	2070	18	7
1798	4778	9	1
1799	1135	6	1
1800	1145	3	10

CALICUT

Is situated in latitude 11° 15′ North, and longitude 76° 5′ East. The town is close to the shore, making a handsome appearance from the sea, but is far from being so in reality. The streets are narrow and dirty, nor are there are any handsome buildings to attract the eyes of a stranger. It is well peopled, and has a considerable trade with the inhabitants of the coast to the northward. A short distance to the northward of Calicut is a river, which is navigable by boats for more than 100 miles from the coast.

Large ships anchor in 5 or 6 fathoms, with the flagstaff bearing E by N. off the shore two or three miles.

Calicut is celebrated as being the first land in India which the Portuguese saw; it was discovered by De Gama May 18, 1498, and was at that time the greatest emporium of all India, the commerce of the Arabs with this port being prodigious. At the arrival of the Portuguese, it was governed by a monarch called the Samorin, who had all the other Princes of Malabar as tributaries. De Gama was at first well received; but the jealousy of the Arabs prevented his friendship with the Samorin being of any duration. The Portuguese never could make themselves masters of the place; but in 1503 Albuquerque prevailed on the reigning Prince to permit him to build a fort not far from the city. This gave him the command of the trade, notwithstanding the city continued under its ancient rulers, who very frequently were engaged in wars with their European neighbours. On the arrival of the Dutch on this coast, they assisted the Samorin in expelling the Portuguese from his territories, from which period most of the European nations have retained factories here, for the convenience of commerce.

Hyder Ally having advanced towards Calicut, it was voluntarily surrendered to him by the Samorin, who restored him to his dominions, on condition of paying a small tribute. In 1782 it was taken by the English, the enemy expelled the country, and the Samorin restored to his possessions.

The town was afterwards taken by Tippoo, the place destroyed, and the inhabitants removed to Beypour; but when the English conquered the province, the natives returned, and rebuilt the town, which at present contains upwards of 5000 houses, mostly mean buildings.

COINS, WEIGHTS, AND MEASURES.

Coins.—The principal coins in circulation are tars, fanams, and rupees; but accounts are kept in rupees, quarters, and reas, as at Bombay.

16	tars or vis		1 fanam
5	fanams		1 rupee.
3¼	rupees	make	1 star pagoda.
3¾	rupees		1 Port Novo pagoda.
16	rupees		1 Bombay gold mohur.

Weights.—100 pools make 1 maund of 30lbs., and 20 maunds 1 candy of 600lbs. avoirdupois.

Long Measure.—1 covid is 18 inches, and 1 guz is $28\frac{5}{10}$ inches. Timber is sometimes measured at Calicut by the covid and borel; 12 borels (when the timber is sawed, and 24 when unsawed) are 1 covid.

IMPORTS AND EXPORTS.

Vessels from the Red Sea, and Arabia, the northern ports frequent this place for timber and plank, bringing with them the commodities of their respective countries. Very little European goods are sold, except a few necessaries for the use of the military stationed here.

Timber and plank are the principal articles of export; but the under-mentioned are sometimes procurable here, *viz.*

Cardamums.	Cowries.	Ginger.	Sandal wood.
Coculus indicus.	Columbo root.	Pepper.	Turmeric.
Cassia.	Coir cordage.	Rice.	Tamarinds.
Cutch.	Cocoa nuts.	Sharks' fins.	Wax.

Some piece-goods are manufactured in the neighbourhood, similar to the Madras long cloth; they are of six calls fineness, that is to say, contain in the warp 744 threads, and the pieces are 72 covids long,

by 2¼ in width. The prices vary from 30 to 35 gold fanams, according to the quality. Very few are made of a superior kind. They are sometimes bleached, and sent to Europe.

The duties on exports are rated *ad valorem*; it is therefore advisable, in making bargains at Calicut, to agree at a certain price deliverable on board.

PRICES OF DRUGS AND SPICES IN CALICUT IN 1520.

The following list of commodities, and their prices, is extracted from a Portuguese author who visited Calicut at the above period, which will serve to shew the nature of the trade then carried on.

Lac of Martaban, if it be the best, is worth the frazil, which is 22lbs. 6oz. of Portugal, after 16oz. to the lb. which is about 40lbs. weight of the subtele of Venice, is in value 18 fanams, which are 18 marcels of silver, for 1 fanam is about 1 marcel of silver.		
Lac of the country	per frazil	12 fanams
Borax, that is good and in great pieces	ditto	30 to 50
Camphire, that is gross in cakes	ditto	70 to 80
Ditto for the children to eat	per metigal	3
Aguala wood	per frazil	300 to 400
Lignum aloes, black, heavy, and fine	ditto	1000
Musk, the best is worth an ounce	ditto	36
Benjamin, the best	ditto	65
Tamarinds, new	ditto	4
Calamus Aromaticus	ditto	12
Indigo to dye silk true and good		30
Myrrh		18 to 20
Frankincense, good and in grains	ditto	15
Ditto in paste of the basest sort	ditto	3
Ambergris that is good	per metigal	2 to 3
Myrabolans in conserve of sugar	per frazil	16 to 25
Cassia, fresh and good	ditto	1 to 2
Red sanders	ditto	5 to 6
White sanders and citron which grow on Timor	ditto	40 to 60
Spikenard, fresh and good	ditto	30 to 40
Nutmegs which come from Banda, where the bahar is worth from 8 to 10 fanams, which import 6lbs. weight to the Marchetto, are worth in Calicut	per frazil	10 to 12
Mace from Banda	ditto	25 to 30
Turbith	ditto	13
Worm-seed of the best kind, called semenzana	ditto	18
Zedoary	ditto	1
Aloes Socotrine	ditto	18
Cardamums in grains	ditto	20
Rhubarb, that which comes from China by way of Malacca		40 to 50
Opium, which is brought from Aden, where it is made, to Calicut	per frazil	280 to 320
Ditto of another sort made in Cambay		200 to 250

BEYPOUR

Is situated in latitude 11° 10′ North, and longitude 75° 51′ East, about two leagues to the southward of Calicut. It is a small town, containing 120 houses of all casts, and has hardly any trade. The situation is beautiful, on the north side of a river, a short distance from the sea. Within the river has deep water, but like all those on the coast, has a bar at its mouth: at favourable seasons vessels drawing fourteen feet, may be floated over the bar by means of casks.

Beypour was fixed upon by Tippoo as his principal depôt of naval stores and materials for ship-building. He had commenced building a town agreeably to the European manner; the regular streets crossing each other at right angles bespoke neatness and uniformity. The Durbar, or Government-House, was about half finished, and when completed, would have formed a square of no inconsiderable extent. The fort was erected on a rising ground, nearly three-quarters of a mile above the town, between it and the sea, and above 1¼ mile from the entrance of the river. This new emporium he called Ferrockabad, or the Happy Place.

TEAK.

This tree is a native of the forests in Malabar, Coromandel, Pegu, Java, Sumatra, and many other parts of the East; it grows to an immense size, sometimes 50 feet long, and 20 inches in diameter. For ship-building the teak is reckoned superior to any other sort of wood, in or out of water.

The wood of this tree has by long experience been found to be the most useful timber in Asia. It is easily worked, and at the same time strong and durable. That produced on the Coast of Malabar is the most esteemed; next, that on the Coromandel Coast, near the banks of the Godavery; then that of Pegu. The largest quantities are produced in the latter place: the rivers there enable the natives to bring it to the seaports from the interior of the country at a very cheap rate; the prices are therefore lower than in any other part of India.

In the year 1799, 10,000 teak trees were brought down Beypour River. This was the produce of several years; but it is estimated that from 2 to 3000 trees may be annually procured.

Teak timber of an ordinary quality for ship-building, sells at 9 or 10 rupees a candy, which measures 10¼ English cubical feet; the foot therefore costs from 1s. 6d. to 2s. Choice timber sells as high as 16 rupees a candy, or 1s. 10d. a cubical foot.

Bombay is generally supplied with teak plank from this part of the coast; the Company usually contract for what they require, and the Resident at Cochin frequently has the contract. The following are the prices at which the Bombay Government was supplied in 1800.

1st sort, 40 to 50 feet long ..... 14 to 16 inches square.....14 to 16 rupees per candy.
2d ditto, 35 to 40 ditto..... 12 to 14 ditto.....10 to 12 ditto.
3d ditto, 22 to 35 ditto..... 12 to 14 ditto..... 9 to 10 ditto.
Plank from 1 to 5 borels thick .....30 rupees per 100 guz.

The above timber was of the first quality, and the plank of the usual length, and free from rents.

In purchasing plank, it is better to agree for it in guz and borels, in preference to feet and inches, from the great difficulty of converting English measure into candies, on account of the fractions, which occasion much dispute between the measurers. If the dimensions are agreed upon in guz and borels, the above timber will stand thus:

1st sort .....17 to 19 guz long, and 12 to 14 borels square.
2d ditto .....14 to 17 ditto ..... 10 to 12 ditto.
3d ditto ..... 9 to 14 ditto ..... 10 to 12 ditto.

Notwithstanding the Coast of Malabar may be considered the storehouse for Bombay, yet the demand for teak timber has so much increased, that within these three or four years past, large quantities have been imported from Rangoon, the principal seaport of Pegu.

PANIANI,

Or Panyany River, is in latitude 10° 38′ North, and longitude 76° 13 East, and navigable only by small craft, the water being shoal. The town is scattered over a sandy plain on the south side of the river, and contains about 500 houses belonging to the traders, with above 40 mosques, and upwards of 1000 huts inhabited by the lower orders of people. It is very irregularly built, but many of the houses are two stories high, and appear to be very comfortable dwellings; they are built of stone, and thatched with cocoa nut leaves. The huts are inhabited by boatmen and fishermen, who were formerly Mucuas, a low cast of Hindoos, but now they have all embraced the faith of Mahomet. All the mosques are thatched, and their principal entrance is at the east end, where the roof terminates abruptly in fanciful mouldings and carved work, that by the natives are considered ornamental. The French and English had formerly factories, which were removed about 1670.

Near this place there is a remarkable gap in the mountains, called the Ghauts, through which the N. E. monsoon blows in general stronger than on any other part of the coast.

IMPORTS AND EXPORTS.

About fifty years ago the merchants of this place were very rich, and possessed vessels that traded to Surat, Mocha, Madras, and Bengal; but the oppression of Tippoo reduced them to great poverty, and most of them are now under the necessity of acting as agents to Mousa, a rich Mussulman merchant of Tellicherry. They have, however, many trading boats called patamars, which on an average carry 50,000 cocoa nuts, or 1,000 mudies of rice, equal to 500 Bengal bags of 2 maunds each: these frequent Tellicherry and Calicut for supplies of such European and Bengal goods as are in request on this part of the coast.

Paniani is also frequented by vessels from different places on the coast; those from Bombay bring wheat, fenugreek, several kinds of pulse, jaggery, and salt, and take in return teak wood and cocoa nuts.

From Radjapour, a town in the Mahratta country, vessels bring the same kinds of grain that are brought from Bombay, and also sugar cane, jaggery, and cutch, and take away the same returns.

From Gheriah are brought much jaggery and cutch, and cocoa nuts are taken in return.

Much rice is exported from hence to the northern parts of the province, but there is no trade carried on with the Maldives.

From Cochin are imported canoes, spices, sugar, wheat, mustard seed, &c. The returns are iron smelted in the interior, and rice, both rough and freed from the husk.

From Anjengo are brought piece-goods manufactured there, cocoa nuts, and coir cordage.

CHITWA

Is in latitude 10° 23′ North, and longitude 76° 20′ East, about six miles S.S.E. from Paniani. The village stands on the north side of a river; it is small, and a place of but little trade. Ships anchor off this place in six fathoms abreast the river, which is wide, but will only admit boats or small vessels. The Dutch had formerly a fort here, from which they were driven by Hyder, about 1776.

CRANGANORE,

Or Aycotta River, is about three miles to the southward of Chitwa; it has a bar at its entrance, with five or six feet water on it, and 14 or 16 feet inside. The town is about three miles from the sea. It was visited by the Portuguese soon after their arrival in India, who were kindly received. In return they captured a ship laden with spices bound from Calicut to Cranganore. The inhabitants were preparing to revenge

themselves, when a Portuguese fleet, under Soarez, landed a body of men, and assisted by the King of Cochin, attacked their army, gained a victory, pursued the fugitives into the town, and set it on fire. This happened in 1504. The Portuguese built a strong fort near the spot, and a new city was erected, of which they retained possession till 1660, when the Dutch, under Commodore Goens, made themselves masters of it without meeting the least resistance, and yielded it to the Samorin, to whom it formerly belonged; but on his breaking his word with them, they retook and fortified it.

Cranganore was first visited by the English in 1615, under Keeling, who obtained liberty of trade, and permission to settle a factory; and it was agreed by a treaty with the Samorin, dated March 10, 1615, that the English and the Samorin should join their forces, and expel the Portuguese from Cochin, which when conquered, should be ceded to the English; but it does not appear that any attempts were made for the purpose. On the Dutch obtaining possession of Cranganore, the English were expelled, and the natives of the coast prohibited from trading with any foreign nation, without permission of the Dutch.

This place is remarkable for having been the residence of a republic of Jews, part of the tribe of Manasseh, who had been carried into captivity by Nebuchadnezzar, who sent numbers of them to this distant place. Their history states that they amounted to 20,000, and that they were three years in travelling to this place, from the time of their setting out from Babylon. When they arrived, they were treated kindly by the natives, and allowed every indulgence. In process of time they increased in numbers, and grew so wealthy as to purchase the little kingdom of Cranganore. At present they are few in number, and very poor.

Cranganore, and a fort on the opposite side of the river, named Aycotta, gave rise to the important war of the Mysore. They had been taken by the Dutch from the Portuguese about 1660. Hyder, seeing the conveniency of Cranganore to his kingdom, in 1780 seized and garrisoned it. In the ensuing war, the Dutch repossessed themselves of it. In 1789 Tippoo determined to make himself master of it, and raised a great army, which so alarmed the Dutch, that they resolved to dispose of the two forts to the Rajah of Travancore, an ally of the English, in order to divert the storm from themselves. Tippoo marched with his whole forces, and attacked the lines of Travancore. The battle between his army and that of the Rajah, the latter in defence of Cranganore, on May 1, 1790, was the signal of the general war, on which commenced the first campaign in June following. This glorious war was concluded by the partition treaty, which put us in possession of the whole coast for an extent of 120 miles.

COCHIN

Is situated in latitude 9° 57′ North, and longitude 76° 29′ East, and stands on the south side of the entrance of the most considerable river on the Coast of Malabar, but, like the other rivers, has a bar, which is navigable by ships drawing 14 or 15 feet water. The channel is on the northern shore. There is at times a surf on the bar; strangers ought therefore to be careful in running for the river in their boats, as accidents have happened to persons unacquainted, crossing the bar late in the evening. The common anchorage is in five to six fathoms, with the flagstaff bearing E. N. E. about three miles off shore.

Cochin was the capital of the Dutch possessions on the western side of India, the seat of government, and to which all other places were subordinate.

The present town is small, being about a mile, or little more in circuit; its size has been reduced by the Dutch, in order to make it more defensible with a small garrison, and it is now completely fortified. When the Dutch first took it from the Portuguese, it was a large city, the remains of which are now a town, about a mile and a half distant from Cochin, called Mutton Cherry; the intermediate space is waste ground, excepting a broad and deep ditch, which forms a semicircle, extending from the river to the sea, over which is a drawbridge. As the town is close to the sea on one side, and the other side is on the banks of the south entrance of the river, it is thus by art made a very strong island. There is not

water sufficient for large ships to come near enough on the seaside to batter the walls, or even for a frigate to enter the harbour, as a bar is thrown up about a mile from the shore, which makes it very dangerous even for boats going from, or coming to shore at improper times. The entrance of the river is narrow for some little space above the town, when it widens by degrees, and becomes large and spacious.

There are in this town one large and two smaller squares. At the end of the former, next the sea, is the Governor's house, and at the other end is the main guard-house. The Governor's is a noble edifice, with a long and spacious terrace fronting the sea; and the guard-house is likewise a handsome building, with barracks for 300 soldiers on the ground floor, and a shaded walk in front, with arches, over which are convenient lodging-rooms for officers. Round the walls of the squares are planted trees, which not only afford a cool walk, but a convenient place for exercising the military in garrison. Here is a large well-built and airy church.

The streets are all straight; the houses regularly and handsomely built of brick, and kept in excellent order. The channels for the water are on each side the street, narrow and deep; the sides and bottom are covered with red tiles, each about fourteen inches square, and thick in proportion. The whole town is covered with small gravel; the streets and squares are raised in the middle, and slope gently to the channels, so that even in the rainy season the streets are clean and neat.

The ramparts, which extend round the town, are very high and strong, and besides having guns planted on them, are strengthened by three bastions on the land side. Here are only two gates, one about the middle of that side facing the river, (where there is a handsome wharf the whole length of the town), and the other on the land-side facing the drawbridge leading to Mutton Cherry. In the daytime the place seems to be well inhabited. The natives who occupy shops, come in from Mutton Cherry, but must all depart before sunset, when the gates are shut, and the keys carried to the Governor; and none but the garrison and inhabitants are suffered to remain within the walls, except passengers by sea, who must take their lodging at the tavern, the only one in the town.

On the north side of the entrance of the river is a spacious handsome green lawn, of more than a mile in breadth, which reaches along the banks of the river, opposite to and above the town; as the river is there very narrow, it serves as the town ditch. This beautiful lawn forms an esplanade, which is terminated by a thick and well-grown wood of cocoa nut and other trees.

Cochin was one of the first places visited by the Portuguese after their arrival at Calicut. It was at that time governed by a Prince who had been tributary to the Samorin, and who shewed every act of friendship to the Admiral Capral, and his companions. The Prince continued faithful to his new allies, and assisted them with a considerable army against the Samorin. At length Fortune deciding against him, the Samorin burnt his capital, and made himself master of his dominions; but the Portuguese in 1503 expelled him, and reinstated the reigning Prince. The important service thus rendered the Prince, led the way to the foundation of their eastern empire; they solicited permission to erect a place of strength, for the better protection of the Portuguese merchants and factors, which the Prince, grateful for the favours he had received, readily granted. Accordingly a fortress was expeditiously erected on an eminence which commanded the town of Cochin; a church and other public buildings were also built; officers were appointed to fill the different civil and military stations, and priests were chosen to perform the public duties of religion; and thus the first establishment of the Portuguese in India was regularly formed. Cochin became under its new masters a place of great commerce till the year 1660, fatal to the Portuguese power in this part of India. It was attacked by the Dutch under Commodore Goens. The garrison made a most gallant defence, nor was it taken till after great loss on both sides. The Dutch made it the capital of their settlements on the western side of India; but it was taken from them by the English at the commencement of the war, and continues in their possession.

COINS, WEIGHTS, AND MEASURES.

COINS.—Accounts are kept in rupees of 16 annas; these are considered of equal value to the Bombay rupees. Accounts are also kept in fanams, 20 of which are reckoned equal to a rupee.

Most Indian and other coins pass current here: Venetian sequins for 72 fanams; Dutch ducatoons 50; Spanish dollars 40; Dutch rix-dollars 82; and Negapatam pagodas 64 fanams.

WEIGHTS.—Gold and silver are weighed by the sicca weight: 1 sicca is equal to 31 fanams; 72 fanams are equal to 8 pagodas, or 1 dollar weight; and 93 fanams are the weight of 10 sequins, or 3 sicca weight.

The great weights are the maund, which is 27lbs. 2½ oz. avoirdupois, and the candy of 20 maunds, or 543lbs. 8oz. avoirdupois.

The Cochin candy is equal to 7 Bengal factory maunds, 11 seers, 2½ chittacks.

IMPORTS AND EXPORTS.

The principal part of the commerce carried on at Cochin, is in the hands of Jew merchants, several of whom are very rich. The port is frequented by ships bound from Bengal to Bombay and other places to the northward, as well as the Portuguese ships from China, bound to Goa; and a considerable trade is carried on by the natives of India and Arabia. Here are sometimes 50 vessels from Surat, Bombay, Goa, Mangalore, Tellicherry, Onore, Calicut, and other places of less note on the coast, besides a number of Arabs from Mocha, Judda, and Muscat. By the vessels from Muscat, and places in the Red Sea, are imported the under-mentioned articles:

Almonds.	Brimstone.	Gum Arabic.	Rose water.
Aloes.	Cummin seed.	Pearls.	Sharks'-fins.
Assafœtida.	Dates.	Rose maloes.	Salt.

By vessels from Bombay and the different ports to the northward are imported:

Arrack.	Cummin seed.	Medicines.	Saffron.
Cloths of sorts.	Grain.	Opium.	Shawls.
Cotton.	Ghee.	Quicksilver.	Steel.
Castor oil.	Iron.	Red lead.	Tobacco.
Copper.	Lead.	Rice.	Wheat.

Since the capture of the settlement by the English, considerable quantities of European articles for the use of the military and inhabitants are imported, such as are enumerated at Cananore.

From China and places to the eastward the under-mentioned articles are imported:

Alum.	Cloves.	Dammer.	Silks.
Benjamin.	China root.	Mace.	Sago.
Camphire.	China-ware.	Nutmegs.	Teas.
Cinnamon.	Cinnabar.	Sugar candy.	Tutenague.

The principal articles of export are the following, mostly produced on the coast:

Cocoa nuts.	Cowries.	Fish maws.	Tamarinds.
Cassia.	Coculus indicus.	Ginger.	Turmeric.
Cardamums.	Columbo root.	Pepper.	Teak wood.
Coir.	Elephants' teeth.	Sandal wood.	Wax.

Vessels which do not draw more than 14 feet water, load and unload at Mutton Cherry.

PROVISIONS AND REFRESHMENTS.

Plenty of good provisions may be had, particularly all kinds of poultry. It is usual for ships proceeding on their voyage to and from Bombay and Surat, to touch at this place, to take in a stock of fresh provisions, all of which are very reasonable when compared with the prices paid at the settlements belonging to the English on this side of India.

Geese, large and good	6 Rupees a pair.
Turkeys, common size	3 ditto.
Ditto, if picked and large	4 ditto.
Ducks which are middling good	3 Rupees per dozen

Fowls are in general small. Bullocks are procured from Chitwa, but are small, at about 8 rupees each. Good yams and other vegetables are to be procured, with various kinds of fruit.

ALIPEE

Is situated in latitude 9° 42′ North, near a river, which has a communication with that of Quilon, and runs nearly parallel with the coast; the banks are woody, and the lands well cultivated. The town of Alipee is of considerable size, and very populous, having many good houses; it belongs to the Rajah of Travancore, whose flag is generally kept flying: there are a few guns on the beach, but no regular fortifications. There is a kind of a tavern kept by a Portuguese, but the accommodations are dirty and bad.

There are a number of merchants settled here, some of whom act as agents for the houses at Bombay. A few drugs are to be procured here, such as coculus indicus, cardamums, zedoary, cassia, and coffee. Elephants' teeth are likewise to be met with occasionally; pepper, grain, and timber form the principal articles of trade, but the pepper is reserved for the Rajah to supply the Company, and their ships occasionally stop here to receive it on board. Small coasting vessels are sometimes built here.

PORCA

Is situated in latitude 9° 30′ North, and longitude 76° 34′ East, about 9 leagues S. by E. from Cochin. It is a small town, consisting of low houses covered with cadjan leaves; there is one house with white walls larger than the others, by which this place may be distinguished. The anchorage is in 5 or 6 fathoms, the white house bearing N. E. by E. distance off shore 1¼ to 2 miles.

Porca was taken by the Portuguese about 1527, who erected a factory here, of which they retained possession till about 1660, when they were driven out by the Dutch. The English likewise had a factory for procuring pepper; but were compelled to abandon it on the Dutch obtaining the ascendency on this part of the coast.

There are several villages on the coast between Cochin and Quilon, which are only frequented by the small coasting vessels, for coir, timber for ship-building, and pepper.

QUILON.

The fort of Quilon is situated on a point of land, in latitude 8° 51′ North, and longitude 76° 48′ East, about 3 miles to the southward of Iviker river, which is a wide inlet leading to several rivers, one of them communicating with Alipee and Cochin, navigable only by flat-bottomed boats. The Company have warehouses at Quilon for pepper, and their ships call here to receive it on board.

The Portuguese settled here soon after their arrival on the Malabar Coast. At that period the buildings were very splendid, and the fortifications numerous, and strong. It was taken from them by the

Dutch in 1662, who reduced it to a narrower compass. It was formerly a place of considerable trade, but of late years it has fallen to decay, and the fortifications are now in ruins. There are many houses scattered about the point, and to the southward, near the pepper warehouses, is a Portuguese church.

ANJENGO

Is situated in latitude 8° 39′ North, and longitude 77° East, about 20 miles to the southward of Quilon. It is the most southerly possession belonging to the Company on the Malabar Coast. The fort is regular, having two bastions joined by a curtain, all of them mounted with cannon, as is likewise a platform towards the sea. On the land side it is secured by a broad and deep river, which, after winding round the greatest part of the fort, empties itself into the sea a little to the southward. This river would be useful, but it has a bar navigable only for small vessels. The Chief, and the Company's servants reside within the fort; and as there is no tavern or place of accommodation for visitors, the Chief generally entertains them during their stay in the roads. There are a few small houses and huts in the vicinity of the fort, but nothing that deserves the name of a town. Ships generally anchor with the flagstaff bearing E. N. E. in 11 or 12 fathoms, about 2 miles from the shore. The principal intention of this settlement is the procuring pepper produced in the Travancore country, the Rajah of which is under an engagement to the Company to supply a certain quantity at a stipulated price; but in consequence of a misunderstanding relative thereto, a war commenced with the Rajah in 1808, which ended in the English acquiring possession of all the strong places in his dominions, and settling a peace upon their own terms.

The English obtained permission to settle and fortify a factory at Anjengo in 1694, on condition that they would agree to purchase all the pepper produced in the country, and pay 2½ per cent. on all goods imported and exported, with a present of 75 sequins. In 1720 the Chief and several of the Company's servants having given offence to the Queen, were invited to her residence about 12 miles from Anjengo, where they were treacherously cut off. The factory was soon re-established upon its old footing, and since that period, the Company have remained in undisturbed possession.

COINS, WEIGHTS, AND MEASURES.

Coins.—Accounts are kept in rupees, fanams, pice, and budgerooks, thus divided:

4 budgerooks	make	1 pice.
12 pice	make	1 fanam.
6 Gallion fanams	make	1 rupee.
7 Travancore ditto	make	1 rupee.

An Anjengo fanam is reckoned in the Company's account at ¼ of a rupee. There are two kinds of fanams, Gallion and Travancore; the former are the best by 16 per cent.

Foreign coins pass current here, the mean rates of exchange being as under:

Negapatam pagoda passes for	20 to 21 Gallion fanams.
Madras, or 3 Swamy pagodas	19 to 19½ ditto.
Porto Novo pagoda	17 to 18 ditto.
Venetians	22 to 22½ ditto.
Mexico dollars, full weight	12½ to 13 ditto.
Ducatoons in tale	14½ to 15 ditto.
Bombay or Surat rupees	5 to 5¼ ditto.

100oz. Mexico dollars at 12½ fanams per dollar weight, and 5¼ fanams per rupee, produce Rs. 242 3 65.

Weights.—The maund is 28lbs. avoirdupois, and 20 maunds 1 candy, equal to 560lbs. avoirdupois, which is equal to 7 factory maunds, 20 seers of Bengal, or 22 Madras maunds, 3 vis, 8 pollams.

Measures.—The Anjengo covid is half an English yard, or 18 inches.

COMMERCE.

Pepper is the staple commodity, which is generally purchased on account of the Company, and shipped off in tonies, or country boats, on account of the surf. There are some coarse white piece-goods manufactured here for the Europe market. A few drugs, such as cassia, zedoary, coculus indicus, &c. are to be met with, and coir in considerable quantities. The European articles imported are very trifling, consisting of a few necessaries for the Chief and his establishment.

PROVISIONS AND REFRESHMENTS.

But few articles are to be procured here. No beef, on account of the religious prejudices of the natives; a few fowls, vegetables, and fruit are all that can be reckoned upon. Water is scarce and very indifferent; but at the red cliffs, a few miles to the northward of Anjengo, it is said to be good, but difficult to be shipped, on account of a considerable surf which generally prevails on the coast, particularly to the southward, which renders it unsafe to attempt landing in a ship's boat. The charge for filling water by country boats, is three rupees a butt.

CAPE COMORIN,

The southern extremity of the Peninsula of Hindostan, is situated in latitude 8° 5′ N. and longitude 77° 44′ East. Between Anjengo and this Cape there are several villages on the coast, which are only frequented by small coasting vessels.

MALDIVES.

These are a great range or chain of numerous low islands and rocks, nearly on a meridian from 7° 6′ North to 0° 38′ South latitude; the large islands are inhabited, and abound with cocoa nuts, but many of the others are only sandbanks and barren rocks. The greatest breadth of the range is said to be 20 to 24 leagues, and is formed of large groups or clusters, called by the natives Attollons, and are thirteen in number, the principal of which is denominated Male, or King's Island, and is on the east side of the south point of the Male Attollon. The road seems unsafe for large ships, the bottom being coral, and the anchorage very near the shore, which is lined with rocks; it is customary to moor with two or three anchors and hawsers fast to the shore, to prevent a vessel from sheering about. The boats belonging to the natives lie inside the rocks, the passages between which are secured at night by booms. The houses are built of wood, and covered with leaves of the cocoa-nut tree, and are scattered about, not together in a town. The King's house is two stories high, and a handsome building. They have many cannon in different parts of the island, more particularly near the King's residence, where is their magazine.

These islands were discovered by the Portuguese in 1507. They soon after obtained leave to build a fortified magazine at Male, which they accordingly did of wood and earth, having no better materials; but soon shewing a disposition to rule over the natives, and to give the law in matters of commerce, they were expelled, since which period no European power has endeavoured to form a settlement.

Formerly these islands were much frequented by trading ships from India; but from the difficulties experienced in procuring a cargo for a large vessel, and the danger attending the navigation, it has lately been given up, and the trade is carried on in their own boats, some of them of 30 tons burden, which are formed of cocoa-nut trees. They arrive at Balasore in fleets of about 20 or 30, in the months of June or July, when the S. W. monsoon is steady in the bay of Bengal. They are Mahometans, dress after the manner of the Moors of India, and appear to be an industrious quiet people.

COINS.

Their money is of silver only, called larins, and the value about a quarter of a rupee each. All other monies pass current by weight, and every man keeps weights for the purpose, so that they are frequently obliged to cut dollars, rupees, &c. into pieces to pay for any commodity.

IMPORTS AND EXPORTS.

In return for the goods they carry to Bengal and Madras, they bring back the following articles:

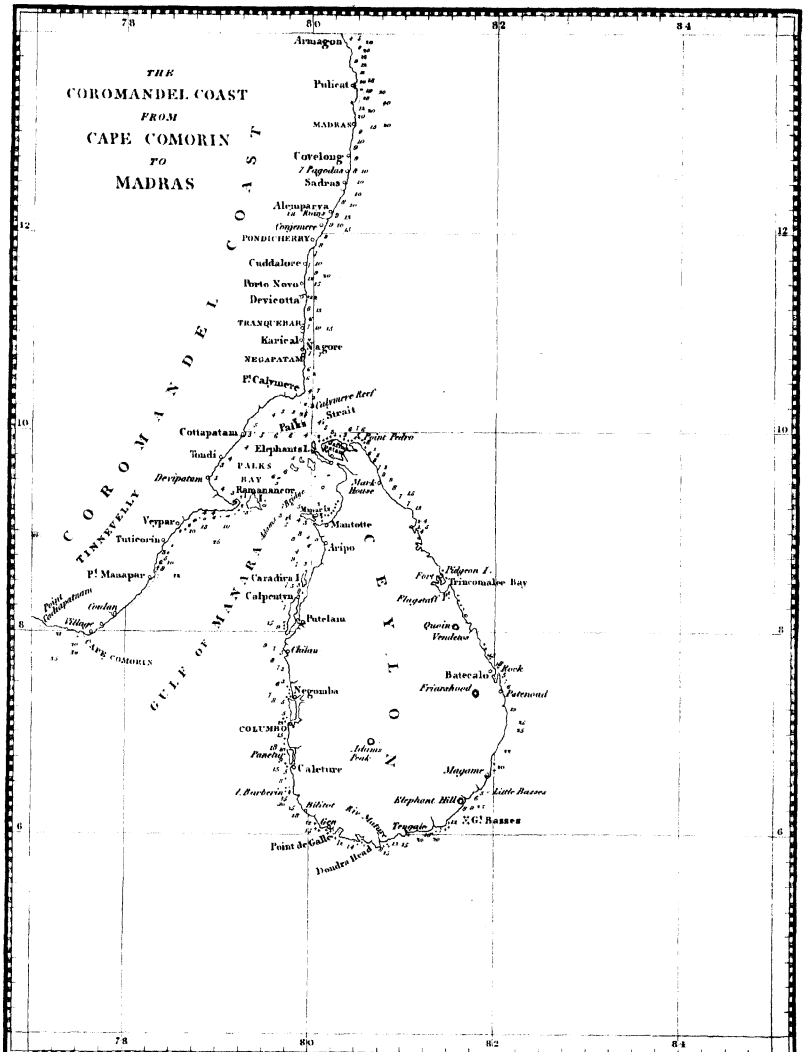
Broad-cloth.	Coffee.	Looking glasses.	Sugar.
Beetle nut.	Glass-ware.	Opium.	Silk stuffs.
Coarse cutlery.	Hard-ware.	Piece goods.	Steel.
China-ware.	Iron in bars.	Rice.	Spices.

The produce of the cocoa nut tree, *viz.* cocoa nuts, coir, and cocoa nut oil, with cowries, form the principal part of their exports to Bengal. To Acheen they send large quantities of dried bonito, in small pieces of two or three ounces weight, which, when properly cured, is as hard as horn; it is dried in the sun, and is with them a staple commodity. Some tortoise-shell is to be met with, which is black and smooth, having many curious figures in it. They make some beautiful reed mats at these islands.

The following is the amount of imports and exports from the British settlements of Bengal and Fort St. George, in the year 1805, and the principal articles of which they consisted.

ARTICLES OF IMPORT.	Bengal. Sicca Rupees.	Madras. Sicca Rupees.	Total. Sicca Rupees.
Grain	45,200	3,611	48,811
Piece goods	13,227	4,081	17,308
Tobacco	—	4,148	4,148
Pepper	—	770	770
Sugar	3,566	—	3,566
Ginger	1,764	—	1,764
Sundries	2,994	330	3,324
Imports re-exported	242	251	493
Total ..... Sicca Rupees	66,993	13,191	80,184

ARTICLES OF EXPORT.	Bengal. Sicca Rupees.	Madras. Sicca Rupees.	Total. Sicca Rupees.
Drugs	—	2,864	2,864
Coir and coir cables	44,626	—	44,626
Cocoa nuts and shells	20,293	1,546	21,839
Cowries	5,854	2,840	8,694
Spices	7,959	—	7,959
Jaggery	—	2,947	2,947
Fruits	—	1,900	1,900
Naval stores	—	1,144	1,144
Provisions	—	1,537	1,537
Sundries	4,473	996	5,469
Treasure	—	2,317	2,317
Total ..... Sicca Rupees	83,205	18,091	101,296



R. Jones sculp!

CHAPTER XVII.

Ceylon.

Its Extent—Aripo—Condatchy—Calpenteen—Negombo—Columbo; Description—Coins, Weights, and Measures—Imports and Exports—Commerce with the British Settlements in India—Import and Export Duties and Regulations—Regulations in the Master Attendant's Department—Port Charges—Provisions and Refreshments—Point de Galle; Description—Matura—Dondra Head—Tengalle—Baticaloe—Trincomalee; Description—Jaffnapatam—Articles procurable at Ceylon—Calaminder Wood—Ceylon Stones—Chank Shells—Cinnamon—Oil of Cinnamon—Pearls.

CEYLON.

This island is separated from the Peninsula of India by the Gulf of Manar, formed between it and the Tinnevelly Coast; the gulf is bounded to the N. E. by a narrow ridge of sand and rocks, mostly dry, which is called Adam's Bridge. It extends nearly east and west 8 or 10 leagues; the east end joining to the Island Manar, which lies close to Ceylon, in latitude about 9° North, and the west end to the Island of Ramisseram, which is situated close to the continent. There is a narrow passage for small country trading boats, drawing about three feet water, between the island and the main.

The general direction of the island is north and south. Its length from Dondra Head to Point Pedro is about 250 miles, and its greatest breadth about 150, in shape much resembling a pear. The territories belonging to Great Britain form a belt round the island, extending in some places not more than six miles, in some thirty, and on the northern side near sixty miles into the interior. The inland provinces cut off from all communication with the sea, and occupying the greater part of the island, are still subject to the King of Candy, whose capital is situated nearly in the centre of his dominions.

The first Europeans who made any settlement on this island, were the Portuguese, who landed here in 1505; but it was twelve years after that period when they began to settle factories, in consequence of the opposition they experienced from the Arabs, who apprehended the loss of their trade in cinnamon, with which they had hitherto supplied all Europe. The Portuguese were kindly received, and formed a treaty with the King of Candy, who agreed to pay annually 250,000 lbs. of cinnamon, on condition that the fleets of Portugal should defend his coasts from invasion. They soon after obtained permission to build a fort at Columbo. In 1623 the King of Candy made war against them; but being defeated, was obliged to accept of a peace, on condition of paying the Portuguese two elephants a year by way of tribute.

The Dutch first landed here in 1602. In 1638, in consequence of the cruelties and insolence of the Portuguese, the King of Candy sent an embassy to Batavia, to request the assistance of the Dutch against

them. An alliance was formed, and the Dutch sent an army and fleet for that service; and by open wars and secret contrivances, they in the course of about fifty years expelled the Portuguese from the island, of which they retained possession till 1796, when the ports belonging to them were taken by the English forces, who continue masters of the sea coasts of the island.

The principal ports and trading places are Aripo, Calpenteen, Negombo, Columbo, Matura, Point de Galle, Batticaloe, Trincomalee, and Jaffnapatam. Of these, Columbo, Point de Galle, and Trincomalee are the only ones frequented by large ships.

ARIPO

Is about four leagues to the southward of the east end of Manar, and about two miles north of the scene of the pearl fishery, in latitude about 8° 47′ North, and longitude 79° 40′ East. Here is a small fort of two bastions, containing one building of two stories, and some lower houses. The works are but slightly constructed, and the post seems never to have possessed either strength or consequence. Being intended only as the residence of an occasional guard, and situate on a barren shore, it answers all the purposes which are required. About 500 yards to the north of the fort, lies a small village chiefly inhabited by fishermen, and adorned with a neat Portuguese chapel rising from its centre. The beach is steep, and the large donies lie so close to the shore, that a person might step into them; at the same time they ride in perfect security. The gulf being narrow, no surf is perceptible. A house has been built here for the Governor, which is the most beautiful building on the island; but it is only inhabited during the period of the fishery, which is carried on at

CONDATCHY,

About three miles distant from Aripo, where in general nothing is to be seen but a few miserable huts, and a sandy desert; but during the period of the pearl fishery, it branches out into a populous town, several streets of which extend upwards of a mile in length. The scene altogether resembles a crowded fair on the grandest scale. The Bay of Condatchy is the principal rendezvous for the boats employed in the fishery. The banks where the fishery is carried on, extend several miles along the coast from Manar southward, off Aripo and Condatchy. The principal bank is opposite to the latter place, about twenty miles from the shore, and is 10 miles in length and 2 in breadth.

The vessels employed in the fishery do not belong to Ceylon, but come from different ports of the continent, particularly Tuticorin, Karical, and Negapatam on the Coromandel Coast, and Quilon on the Malabar Coast. The fishing season commences in February, and ends about the beginning of April.

CALPENTEEN.

The Fort of Calpenteen is situate upon the north end of a peninsula, or neck of land, which extends about sixty miles along the coast, and during the N. E. monsoon becomes an island. The fort is about 300 feet square, and has four bastions, one at each angle. At present no guns are mounted. Within the fort is a square of houses, which are chiefly occupied as barracks. The house of the commandant is about 400 yards from the fort; near it stand several other excellent houses fronting the sea. A large native village and many detached cottages are interspersed amongst the trees. Here are an excellent wharf and landing place.

A small trade is carried on by the natives in exporting salt fish, and dried fish roes to Columbo, and bringing back rice in return; and much wood is sent from this part to the Coast of Coromandel. At this place are raised excellent mangoes and pomegranates, and wild honey may be purchased of a very superior quality. It is in a liquid state, of the consistence of oil, and preserved in pots or bottles, with a few grains of rice in the husk floating on the top.

NEGOMBO

Is situated near a small river, in latitude about 17° 15' North, and is about 6 leagues from Columbo. The anchorage is abreast the fort in 5 or 6 fathoms. The fort is an irregular pentagon, having four bastions, on each of which is erected a round turret. Four of the sides are equal, but the fifth is considerably smaller than the rest. The greater part of the works are constructed of sand and turf; but the gateway, a front of wall on each side of it, and a belfry, are built of stone and fine mortar. The area within is occupied by ranges of low barracks formed of brick, and roofed with tiles. The mansion of the commandant stands opposite to the fort, in a cool and pleasant situation, between the sea and the river. The village is beautiful, the houses are clean and neatly built, separated from each other by rows of trees connected together by lofty hedges. A considerable number of Dutch families have fixed their residence at this place, many of whom are reduced to great poverty. The parish church of Negombo, built by the Dutch Government, stands within the village, but is unroofed and in ruins.

In the neighbourhood of Negombo the cinnamon plantations commence, and spread over a wide space of the country, and with only a few interruptions, stretch far beyond Columbo.

Fish is caught here in great abundance and variety, and large quantities are exported in a dried state.

COLUMBO.

Or Colombo, the seat of government, and the capital of the British possessions on the island, is in latitude 6° 57 North, and longitude 80° East. The anchorage for large ships is about 2 miles from the town, the flagstaff bearing south, but small vessels run nearer in. There being no shelter, this road is much exposed in the S. W. monsoon; it is therefore unsafe for ships to remain during that period.

The fort is composed of seven bastions of different sizes, connected by intervening curtains, and defended by 300 pieces of heavy cannon. It measures a mile and a quarter in circumference, and occupies a situation almost entirely insulated: the sea encompassing two-thirds of the works, and the other third being bounded by an extensive lake of fresh water. A communication is opened with the country on two sides by narrow necks of land or causeways, running betwixt the sea and the lake, by the cutting of which, the fortress would be converted into an island. From the nature of its position, and there being no rising ground which commands it, Columbo is a place of considerable strength; and if well garrisoned, capable of making a vigorous resistance; it however surrendered by capitulation to the British forces.

Four of the bastions look towards the sea; the three others face the lake, and command the causeways leading into the fort, the situation of which is cool, pleasant, and healthy; and in these respects it forms a more comfortable residence for a garrison than any other military station in India.

A projecting rock, on which two batteries are erected, affords shelter to a small semicircular bay on the north side of the fort. Here the landing place is rendered pleasant and convenient by a wooden quay, extending about 100 feet into the sea, and answering well for the loading and unloading boats. The depth of water is not sufficient to allow sloops or large donies to lie alongside of the quay; those not exceeding 100 tons burden, ride at anchor at the distance of only a cable's length from it, and smaller vessels moor close along the shore. Large ships seldom come within this road; and when they do, they keep at a greater distance. A bar of sand, on some parts of which the water is not ten feet deep, extends from the projecting rock across the bay. As the channel, in which it can be crossed, is liable to shift, and not easily discovered, ships commonly anchor about a mile beyond it, and only in the fine weather of the safe season venture to go within the bar. The outer road affords secure anchorage for no more than six months in the year, from the beginning of October to the end of March, when the wind blows

from the N. E. off the land. During the other six months, the S. W. wind blows from the sea upon the shore, and in that season a ship seldom looks into the road. Strictly speaking, there is no harbour at Columbo; for the little bay, which affords shelter to small craft, does not deserve that name.

Near to the wharf stand the Master Attendant's or Harbour Master's office, and the sea custom-house. From thence an arched passage leads to another gateway opening into a square green, railed in for the garrison parade in the north corner of the fort. On the left hand is the Town Major's office; on the right is seen the principal street running from north to south, the length of the town, and terminated by a lofty gateway and belfry. On one side of the parade ground stands the church, of a heavy appearance; on the other a house built for the supreme court of judicature, ornamented with a light cupola, and situated in the centre of a row of public offices.

The internal appearance of the fort is extremely beautiful, the streets being broad, straight, regularly planned, intersecting one another at right angles, and shaded on each side by double rows of trees. The houses are neatly built, fronted with verandas on pavements raised several feet from the ground, before which are plots of grass and flowers. They are built of stone, and in general have only one floor. There are a few, however, of two stories, which are much esteemed, and command charming prospects.

The Government house, which fronts the sea on the north side of the fort, is a handsome building of two stories, with two wings on one floor, attached to which are the offices of Government. The hospital is a commodious building and well aired, and the barracks are comfortable; but the prisons do not merit so favourable a description. The powder magazine is a huge and awkward structure, lying close to the church, exposed towards the sea, and but ill adapted to the purpose for which it was intended.

Three gates open from the fort towards the sea. Three others communicate with the land: the delft, or main gate, which leads to the pettah; the south gate, which opens on the road leading to Point de Galle; and a winding sallyport, which communicates by causeways and bridges with a rugged peninsula, commonly called Slave Island. Here is a mud village, a bazar, and an excellent parade.

The pettah, or outer town, is situated a few hundred yards to the eastward of the fort. The town is neat, clean, regular, and larger than that within the fort. Five streets, each half a mile in length, run parallel to one another, and the same number intersect them at right angles. The pettah is of a square form, and was formerly defended on the land side by a wall. The north side is bounded by the sea, the south by the lake, and the west by the eastern esplanade. On this side, within the limits of the pettah, stands the burial ground of the settlement.

Beyond the pettah many straggling streets extend in various directions several miles into the country. The fort is chiefly occupied by the English inhabitants; the pettah by Dutch and Portuguese; and the suburbs, which are by far the most populous, by native Cingalese. Including all these, Columbo contains upwards of 50,000 inhabitants.

The Portuguese built a fort here soon after their arrival, of which they retained possession till 1655, when it was attacked by the Dutch, and partly by force, and partly by famine, reduced, so that on May 10th it was surrendered. The Dutch retained it till 1796, when it capitulated to the British forces on February 15th.

For some years after its capture, Ceylon was under the control of the East India Company; but from the beginning of 1802, it became entirely a royal Government, and was placed under the immediate direction of his Majesty's Ministers, who now regulate the affairs of its settlements. The Council is composed of the Governor, the Chief Justice, the Commander of the Forces, who is also Lieutenant Governor, and the Secretary to Government. In 1802, a supreme court of judicature was established, consisting of a Chief Justice and a Puisne Judge; annexed to it are his Majesty's Advocate, Fiscal, Registrar, Sheriff, and other officers. The Chief Justice takes precedence of all his Majesty's subjects on the island, excepting the Governor; the Commander of the Forces ranks next, and after him the Puisne Justice.

The following is an account of the revenues and disbursements of Ceylon during the period it was under the controul of the East India Company.

		Pagodas.		Pagodas.
Nov. 1795 to April 1796	revenues	6,98,332	disbursements	7,07,616
May 1796	1797	7,62,613		6,92,215
1797	1798	6,06,622		5,76,527
1798	1799	7,38,377		5,63,043
1799	1800	9,83,938		8,26,896
1800	1801	7,30,000		7,50,000
1801 to Dec.	1801	5,45,687		6,21,570
	Total Pagodas	50,65,569	Pagodas	47,37,867

The receipts include the revenues of the island, and the remittances from the Governments in India, or disbursements made there on account of Ceylon. The disbursements contain the general charges of the island; but it is apprehended that only the extra allowances to the troops are inserted, and that the regular pay is included in the accounts of Madras, &c.

Since the island has been in the hands of Government, the disbursements are stated to amount to £330,000, and the revenues to about £230,000 per annum. In this statement of the revenue, the produce of every source is included, allowing £40,000 as the average gain by the fisheries, and the £60,000 the East India Company pay yearly for cinnamon; the rest of the revenue is derived from rents of land, markets, and fisheries, taxes of various kinds, and duties on imports and exports.

COINS, WEIGHTS, AND MEASURES.

Coins.—Accounts are kept in pice, fanams, and rix-dollars or elephant rupees, thus divided:

4 pice	make	1 fanam.
12 fanams	make	1 rix-dollar or rupee.
63 ditto	make	1 star pagoda.

The star pagoda varies from 59 to 61½ fanams in bills of exchange drawn on Madras. The civil servants and military officers receive two-thirds of their pay in bills at 45 fanams to a star pagoda, or 3¼ rupees: these are called accommodation bills. This has recently undergone some alteration.

The Sicca rupee passes for 18 fanams either in specie or bills. The Bombay rupee passes current for 17 fanams in exchange for bills, and for 18 in the bazar. The Spanish dollar varies from 37 to 39 fanams, according to the demand. 350 Arcot rupees are 400 Ceylon rupees, or rix-dollars, or 100 star pagodas.

Weights and Measures.—English weights are in common use, in receiving and delivering foreign goods; but for the produce of the island, the parah, a measure 16$\frac{7}{10}$ inches long, 16$\frac{7}{10}$ wide, and 5$\frac{9}{10}$ deep, is used, its weight varying according to the articles.

Parah of salt weighs	44 lbs.	Parah of pepper weighs	30lbs.
Ditto of coffee	30	Ditto of chunam	30

The ammonam contains 16 parahs to the northward among the Malabars, and 2½ ammonams to the acre; but to the southward among the Hindoos, 8 parahs make 1 ammonam.

The Dutch Bahar, or candy, is 480 Dutch lbs. or 520 lbs. avoirdupois.

The long measure is the covid, equal to 18 English inches.

IMPORTS AND EXPORTS.

The demand for European commodities is supplied by one or two of the Honourable Company's ships which are annually destined to Ceylon from England, and by the merchants and shopkeepers at Madras, several of whom have agents resident at Columbo. The following are the articles usually imported:

Ale in casks & bottles	Cordage.	Musical instruments	Provisions, salt.
Blacking & brushes.	Gin, Hollands.	Mathematical ditto.	Rum shrub.
Books & pamphlets.	Garden seeds.	Millinery.	Saddlery.
Brandy.	Guns and pistols.	Nails.	Ship chandlery.
Cabinet ware.	Gunpowder.	Oil.	Shot.
Cheese.	Glass ware.	Pipes, tobacco.	Shooting tackle.
Chintz and muslins.	Gold and silver lace.	Painters' colours.	Spars.
Canvas.	Hams.	Pickles.	Steel.
Cards.	Hats.	Pictures.	Stationery.
Claret.	Hosiery.	Perfumery.	Tin ware.
Copper.	Jewellery.	Plate.	Tobacco.
Corks.	Iron.	Plated ware.	Toys.
Cutlery.	Ironmongery.	Porter	Watches.
Confectionary.	Lead, of sorts.	Port wine.	Woollens of sorts.

The annual amount of the above articles imported into Ceylon, does not exceed £20,000; and as the island produces few articles of commerce, exclusive of cinnamon, the great staple of the island, and which is reserved for the East India Company, individuals are obliged to make considerable sacrifices to obtain bills on Madras or Bengal, in payment for the European commodities they dispose of here.

From the various parts of India are imported the under-mentioned articles, *viz.*

Canvas.	Piece-goods.	Sugar.	Spices.
Grain.	Raw silk.	Salt provisions.	Tea.

The few articles produced on the island exclusive of cinnamon, are

Arrack.	Cocoa-nuts.	Elephants.	Turmeric.
Beetle-nut and leaf.	Ceylon stones.	Pepper.	Tobacco.
Coffee.	Coir.	Rice.	Timber.

The whole trade of the island is but trifling. It appears that in 1802 the amount of duties on imports and exports was only £19,160, of which £12,268 was paid on beetle nut only.

In the seven years previous to the commencement of the troubles on the continent of Europe, 1785 to 1791 inclusive, the Dutch exported from Ceylon to Holland on an average the under-mentioned articles, *viz.*

Black pepper ..... lbs.	623,452	Saltpetre ..... lbs.	610,196
Cinnamon	329,473	Piece-goods ..... pieces	55,069
Coffee	76,143	Woods ..... lbs.	57,730
Sugar	69,303	Cardamums ..... lbs.	4,809
Catchup	2,764	Cowries	168,778
Aloes	3,985	Cotton yarn ..... tons	26

The sale amount of the cinnamon during the above period, was £199,169 per annum.

COMMERCE WITH THE BRITISH SETTLEMENTS.

The following is a statement of the merchandise and treasure imported into the Island of Ceylon from the British settlements, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from the Island of Ceylon to the British settlements during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO CEYLON.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	4,70,771	60,126	5,30,897
1803	7,30,209	1,45,974	8,76,183
1804	12,27,473	66,299	12,93,772
1805	13,16,192	13,000	13,29,192
1806	14,88,196	55,000	15,43,196
Total.	52,32,841	3,40,399	55,73,240

EXPORTS FROM CEYLON.

Years.	Merchandise.	Treasure	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	7,92,166	7,476	7,99,642
1803	8,37,865	2,584	8,40,449
1804	7,18,530	9,772	7,28,302
1805	7,55,626	1,56,147	9,11,773
1806	9,45,067	17,918	9,62,985
Total.	40,49,254	1,93,897	42,43,151

Articles of Import in 1805.

Piece-goods	Sicca Rupees	3,41,709
Pepper		1,500
Raw silk		3,852
Grain		5,70,076
Cotton		2,836
Metals		2,500
Glass ware		2,137
Horses		12,568
Tea		4,335
Sugar		10,790
Long pepper		5,131
Salt provisions		13,662
Canvas and gunnies		2,448
Ginger		2,419
Wax candles		3,106
Boots and shoes		4,654
Sundries		82,349

Imports re-exported, viz.

Liquors	1,47,054
Broad cloth	1,188
Grain	29,917
Provisions	8,247
Piece-goods	5,316
Glass	4,512
China ware	4,816
Oilman's stores	3,113
Tea	3,013
Metals	20,004
Sundries	22,278
Treasure	13,000
Imports in 1805 Sicca Rupees	13,29,192

Articles of Export in 1805.

Coir and coir cables	Sicca Rupees	51,464
Pepper		10,400
Copper		41,215
Coffee		8,428
Arrack		2,58,440
Beetle nut		1,15,770
Spice		32,657
Gunnies		6,426
Palmyras		6,472
Timber		41,400
Tobacco		13,367
Naval stores		27,886
Sugar		10,695
Elephants		19,500
Drugs		3,037
Sundries		1,08,469
Treasure		1,56,147
Exports in 1805	Sicca Rupees	9,11,773

Value of merchandise imported into the Island of Ceylon from the British settlements, in five years, 1802 to 1806 inclusive	Sicca Rupees	52,32,841
Ditto exported from ditto to ditto		40,49,254
Imports exceed the exports		11,83,587
Treasure imported from the British settlements during the same period	Sicca Rupees 3,40,399	
Ditto exported to ditto	1,93,897	
		1,46,502
Balance *against* the Island of Ceylon	Sicca Rupees	10,37,085

being in the under-mentioned proportions to the different settlements:

In favour of Bengal	Sicca Rupees	10,77,821
In favour of Madras and its dependencies		2,24,101
Against Bombay and Surat		2,64,837

REGULATIONS OF GOVERNMENT, DATED 1810,

For consolidating and simplifying the Import and Export Duties, levied in the island of Ceylon.

IMPORT AND EXPORT DUTIES.

Whereas it is expedient that the duties and customs should be levied on one uniform and systematic plan at the various ports of this island, and that the said duties and customs should be defined in a more accurate manner than they are at present:

The Governor in Council, with a view to establish a general uniformity and regularity in levying the duties, and in order, as far as may be, to consolidate and simplify the same, is pleased to declare and enact

I. That all former regulations relative to the collection of the duties of customs in this island, and the prohibition hitherto in force as to the exportation and importation of particular articles, and all penalties provided for breach of the said laws, shall cease and determine on April 30, 1810.

II. That from the 1st day of May, 1810, the duties on all goods imported or exported at any port of this island (except such articles as are herein specially prohibited) shall be levied at the rates hereafter mentioned, to be computed on the value of the goods.

III. That the following shall be the legal duties on imports.

DUTIES ON IMPORTS.

Cloth	7½ per cent. *ad valorem.*
Grain of all sorts	1 ditto.
British, China, and India goods	5 ditto.
All other goods	6 ditto.
Cattle, live stock, and all articles of wearing apparel, ready made, for private use	Duty free.

IV. That the following shall in like manner be established for the duties on goods exported.

DUTIES ON EXPORTS.

Arrack	8 rix-dollars per leager.
Areca nut, uncut	10 ditto per ammonam.
Ditto, cut	10 ditto per ditto of 8 parahs.
Tobacco, 1st sort	30 ditto per candy.
Ditto, 2d sort	27 ditto per candy.
Calaminder wood	20 per cent. *ad valorem*.
Ream wood	20 ditto.
Satin wood	20 ditto.
Ebony wood	20 ditto.
Palmyras, reapers, and rafters	25 ditto.
Planks	10 ditto.
Staves, and every sort of timber	10 ditto.
Salt fish	10 ditto.
Jaggery	10 ditto.
Gingelee seed and oil	10 ditto.
Illepay seed and oil	10 ditto.
Margosa seed and oil	10 ditto.
Fruits and roots of all sorts, with the exception of Cahya root	10 ditto.
Cocoa-nuts, and cocoa-nut oil from Calpenteen, Putlam, Jaffnapatam, Manar, Werteltivoo, and Muletivoo	10 ditto.
Ditto from elsewhere	5 ditto.
Copperas from the above-enumerated places	10 ditto
Ditto from elsewhere	5 ditto
Grain of all kinds	1 ditto.
All goods non-enumerated above	5 ditto.
All articles of wearing apparel, being ready made for private use,	Duty free.
Provisions for immediate consumption	ditto.

V. Goods, the produce of the island, exported coastways, to pay the export duty, but no further duty on being landed. All goods re-exported, having paid an import duty, to be subject to no other.

VI. That for ascertaining the prices on which the said duties are to be computed, a committee shall be appointed by Government from time to time, and at such periods as may be necessary, who, after consulting with the best informed merchants, shall settle a tariff of fair and equitable prices, to be published for general information, by which tariff the duties, as well export as import, shall be computed, with the exceptions after mentioned.

Exception 1st. As to articles of import not enumerated in the tariff, being such for which an average price cannot be conveniently fixed, the importer thereof shall furnish a list of the same, with the price or sum, in Ceylon currency, at which he would dispose of the whole, and the said list shall be affixed for 24 hours at such public and conspicuous places as may be appointed, during which period any person shall be at liberty to bid for the said goods on the terms of taking the whole together, and paying ready money; and the highest bidder (not offering less than the price stipulated in the seller's list) shall, at the expiration of that time, be

declared the purchaser, in which case, the duties of the goods shall be computed on the amount of such offer, otherwise on the invoice price. Provided, that if such non-enumerated goods shall amount to more than 10,000 rix-dollars on the importer's estimate, the invoice thereof shall not be published without the permission of the Comptroller of the Customs.

2d. Where any quantity of imported goods, being partly in the tariff, and partly non-enumerated, shall not amount to more than 1000 rix-dollars in the whole, the importer may, at his option, either pay duty by the tariff as to the articles therein mentioned, and advertise the rest for sale, or advertise the entire investment in one list, and pay the duty accordingly, as provided under the foregoing exception.

3d. Indiamen direct from Europe, and ships direct from China, will be permitted, on application for that purpose, to land the whole or any part of their investments, and expose the same to sale, and to reship the undisposed goods duty free, but paying duty upon those sold according to the tariff, as to all articles therein mentioned, and for other articles upon the sales, an account whereof is to be exhibited to the Custom Master or Comptroller, on oath, if required.

4th. Unvalued articles imported by native traders, not exceeding the amount of 200 rix-dollars, may, at the option of the owner, either be valued by advertisement as aforesaid, or by the Custom Master, subject to the revision of the Comptroller.

VII. The exportation and importation respectively of the following articles are strictly prohibited, except under the qualifications after mentioned, or by the express permission of Government.

The exportation of cinnamon, except a small quantity not exceeding ten pounds, being *bonâ fide* for the vessel's use.

The importation of salt, saltpetre, sulphur, gunpowder, lead, ammunition, and arms, except such as may be *bonâ fide* for the use or defence of the vessel, or intended and duly reported for a different destination.

VIII. That if such prohibited goods shall be shipped or landed, or shall be found unexported on board any ship or vessel, contrary to the prohibition contained in the foregoing articles, or if any unprohibited goods shall be shipped or landed without payment of the duties chargeable on the same, or shall be found on board any ship or vessel, without being duly entered and exported, all such goods shall be confiscated to His Majesty's use, together with the ship or vessel on which the same shall have been shipped, or from which landed, or in which found unreported.

IX. That it shall be lawful for any revenue officer, having a warrant under the hand of the Comptroller, or Deputy Comptroller, or, in their absence, of the Custom Master for that purpose, from time to time, and as often as may be necessary, to enter on board any merchant ship or vessel, being within the limits of any port on this island, to search for prohibited, run, or unreported goods, and there to remain during the stay of such ship or vessel in the port, or for such shorter period as may be thought necessary for preventing any undue proceedings.

X. That all persons shipping or landing any goods hereby prohibited, or on which the duties shall not have been paid, or receiving the same on board, or on shore, or in either situation obstructing or molesting any revenue officer in the execution of his duty, or bribing, or offering to bribe any such officer, or knowingly assisting in any such acts, shall, on conviction thereof, be liable to fine and imprisonment, according to the nature of the misdemeanour, except labourers; such as boatmen, carmen, and coolies, who knowingly assist in any of the said unlawful acts, shall be liable to imprisonment and corporal punishment.

XI. That in carrying the present regulations into effect, and in all matters of detail falling under the provisions of the same, the Comptroller, Deputy Comptroller, Custom Master, and all other officers whom it may concern, shall be guided by such instructions as shall from time to time be established by the authority of Government.

Columbo, March 20, 1810.

LIST OF GOODS

Upon which the Duties of Customs are to be levied according to the following Valuation.

Grain.

		R.	F.	P.	
Rice	Patna	7	0	0	per bag.
	Mooghy	6	6	0	ditto.
	Rarree	6	0	0	ditto.
	Chittigam	5	0	0	ditto.
	Cochin	1	9	0	per parah.
	Carra	1	9	0	ditto.
	Perrewelle	1	9	0	ditto.
	Chamba	2	0	0	ditto.
	Pacherein	2	0	0	ditto.
	Cingalese	1	9	0	ditto.
Paddy	Chamba	0	10	0	ditto.
	Carra and Perrewelle	0	9	0	ditto.
	Cingalese	0	9	0	ditto.

	R.	F.	P.	
Wheat, Bengal	8	0	0	per bag.
Ditto, Surat	9	0	0	ditto.
Horse gram, Bengal	6	0	0	ditto.
Ditto, Surat	7	0	0	ditto.
Coast gram	4	0	0	ditto.
Peas	2	0	0	per parah.
Dholl	2	0	0	ditto.
Pache payro	2	0	0	ditto.
Beans	2	0	0	ditto.
Clamie	1	3	0	ditto
Warrego, Towerry, Cambanpoole Kewerie, and all grain not enumerated above	1	3	0	ditto.

The duty to be levied upon the bill of lading, or the passport, or upon the certificate of the tonnage of the vessel.

Wine, Beer, and Spirits.

	R	F.	P.	
Madeira in pipes	700	0	0	per pipe.
Ditto in bottles	24	0	0	per dozen.
Teneriffe in pipes	400	0	0	per pipe.
Ditto in bottles	18	0	0	per dozen.
Port in casks	7	0	0	per gallon.
Ditto in bottles	28	0	0	per dozen.
Sherry in casks	7	0	0	per gallon.
Ditto in bottles	28	0	0	per dozen.
English claret	40	0	0	per ditto.
French claret and other wines	4	0	0	per gallon.
Ditto	15	0	0	per dozen.

	R.	F.	P.	
Hock	40	0	0	per dozen.
Beer in hogsheads	150	0	0	per Hhd.
Ditto in bottles	12	0	0	per dozen.
Brandy in casks	5	0	0	per gallon.
Ditto in bottles	20	0	0	per dozen.
Jamaica rum in casks	5	0	0	per gallon.
Ditto in bottles	20	0	0	per dozen.
Bengal rum in casks	2	6	0	per gallon.
Ditto in bottles	10	0	0	per dozen.
Gin in whole cases	30	0	0	each.
Ditto in half ditto	18	0	0	ditto.

Casks, Iron, Copper, and Lead.

	R.	F.	P.	
Leagers packed with hoops	20	0	0	per leager.
Ditto	10	0	0	per ½ ditto.
Ditto Madeira pipes and hhds.	14	0	0	per pipe.
Leager staves	25	0	0	per 100
Ditto old	10	0	0	ditto.
Hoop iron	30	0	0	per cwt.
Ditto old	15	0	0	ditto.

	R.	F.	P.	
Iron bars, flat	21	0	0	per cwt.
Ditto square	25	0	0	ditto.
Ditto round	28	0	0	ditto.
Copper, thick plates	1	0	0	per lb.
Ditto in sheets	1	0	0	ditto.
Ditto, thin sheeting	1	4	2	ditto.
Lead, sheet	0	4	1	ditto

Various Indian Articles.

	R.	F.	P.		R.	F.	P.
Salt butter	0	9	0 per lb.	Onions, ginger, coriander seed and all kinds of curry stuff	0	2	0 per lb.
Sugar, Bengal, 1st sort	25	0	0 per bag.	Cardamums of Cochin	4	0	0 ditto.
Ditto, 2d sort	20	0	0 ditto.	Tortoise-shell	8	0	0 ditto.
Ditto, Batavia	25	0	0 ditto.	Ditto worked	12	0	0 ditto.
Ditto, China	20	0	0 ditto.	Camphire	5	0	0 ditto.
Sugar-candy	0	6	0 per lb.	Ammeneka oil	0	8	0 per bottle.
Calcando	0	2	2 ditto.	Sandal-wood	0	4	2 per lb.
Mace	25	0	0 ditto.	Indigo	0	3	0 ditto.
Nutmegs	15	0	0 ditto.	Catticambo	0	3	0 ditto.
Cloves	5	0	0 ditto.	Kaypoo	0	6	0 ditto.
Wax candles	1	3	0 ditto.	Soap, common	0	3	0 ditto.
Tallow candles	25	0	0 per 100 lb.	Potatoes	0	2	0 ditto
Goat skins, prepared	8	0	0 per corge.	Chunam	10	0	0 per last.
Ditto, raw	5	0	0 ditto.	Empty quart bottles	20	0	0 per 100.
Opium	20	0	0 per lb.				

Articles, the Produce of Ceylon.

	R.	F.	P.		R.	F.	P.
Coffee	0	6	0 per parah.	Chunam	10	0	0 per last.
Copper	0	5	0 ditto.	Dried Gorkas	0	0	2 per lb.
Sapan-wood	25	0	0 per candy.	Dammer and rosin	0	2	0 ditto.
Cardamums	0	5	0 per lb.	Bees' wax	0	6	0 ditto.
Cocoa nuts	1	9	0 per 100.	Gingelee seed	2	0	0 per parah.
Cocoa nut oil	0	3	2 per measure	Illepay oil	0	10	0 per measure
Copperas	20	0	0 per candy.	Margosa oil	0	6	0 ditto.
Coir, loose	28	0	0 ditto.	Gingelee oil	0	6	0 ditto.
Cables	40	0	0 ditto.	Ghee	0	9	0 ditto.
Hawsers	40	0	0 ditto.	Honey	0	6	0 ditto.
Coils	40	0	0 ditto.	Tamarinds	0	2	0 ditto.
Salt fish	0	2	0 per lb.	Stones for grinding curry stuff	1	0	0 per pair.
Jaggery	0	0	3 ditto.	Cotton uncleaned	0	1	0 per lb.
Chanks	15	0	0 per 100.	Ditto cleaned	0	2	0 ditto.
Elephants' teeth	1	0	0 per lb.	Cadjan	1	0	0 per 100
Chaya root	160	0	0 per candy.	Yams, sweet potatoes, and other roots of Ceylon	0	0	2 per lb.
Firewood in billets	0	5	0 per 100.				

Wood in Logs or Planks.

	R.	F.	P.		R.	F.	P.
Calaminder wood	3	6	0 per cub. ft.	Moorootoe	0	6	0 per cub. ft.
Ebony	3	0	0 ditto.	Mandoor	0	4	0 ditto.
Ream wood	2	6	0 ditto.	Hore gass	0	3	0 ditto.
Satin wood	2	0	0 ditto.	Anjelike	0	3	0 ditto.
Jack wood	0	6	0 ditto.	Bakmie	0	3	0 ditto.
Teak wood	0	9	0 ditto.	Halmalile wood	0	6	0 ditto.
Nendoo wood	0	9	0 ditto.	Hat gass	0	4	0 ditto

On all logs containing more than 12, and less than 20 cubic feet, add 20 per cent. to the above valuation.
On all logs that contain above 20 cubic feet, add to the above valuation 40 per cent.
On all wood that is worked, add 50 per cent. to the above valuation.

Palmyra rafters, when less than 4 to a tree, each per cubit ..... 1 fanam.
Ditto when 4 or more to a tree, ditto ..... 2 pice
Reapers, 1st sort, 10 rix-dollars per 100; 2d sort, 6 rix-dollars; and 3d sort, 3 6 per 100.
Ditto 2d sort, 6 ditto.

The various kinds of piece-goods, imported from the continent, are enumerated in a separate schedule, which is too long for insertion; Tuticorin cambric, for instance, being of 19 sorts, and palampores of 52 sorts.

REGULATIONS IN THE MASTER ATTENDANT'S DEPARTMENT.

The following are the regulations and rates of port-charges and boat-hire, for the Master-Attendant's department at the Port of Columbo.

I. Vessels are to come to an anchor within 6½ fathoms water; beyond that depth they will be charged double boat-hire.

II. All square rigged vessels, sloops, and schooners are to employ Government boats only; no country boat to be allowed to ply to any of them, without leave from the Master-Attendant, who, when it may be deemed expedient by Government, for the sake of dispatch, is to hire such boats.

III. Any country boat plying to a square-rigged vessel, sloop, or schooner, without leave of the Master-Attendant, in writing, to be liable to confiscation.

IV. Vessels, donies, and boats of every description, having customable goods on board, are immediately after coming to an anchor, to send a manifest of their cargoes to the custom-house.

V. No boats to be allowed to go alongside to receive any part of a cargo, till such manifest shall have been delivered in, and certificate thereof, signed by the Custom Master, produced to the Master-Attendant, or his officers.

VI. The boatmen belonging to the Master-Attendant's department, are not to be employed on board any vessels, by the commanders or officers of such vessels.

VII. No boat to remain alongside of any vessel after five o'clock in the evening, or to remain out all night under any pretence whatever.

VIII. The full hire of every boat to be paid for every day it is employed either in receiving or discharging the cargo.

IX. The addition of half a trip to be charged for each boat working on a Sunday, which addition is to be appropriated to the use of the boatmen in the following manner: one half towards forming a fund for decayed and wounded boatmen, and the other half to be distributed amongst them on the 1st of May in each year, as a reward for good behaviour and punctual attendance.

X. Boats going off after sunset, to be charged double hire; of the surplus charge, one half to be divided amongst the crew on duty, and the other to be appropriated to the general fund, to be distributed as a reward for good behaviour and punctual attendance.

XI. Persons applying for boats, and not useing them, are to pay the full trip of the boats.

XII. No goods to be landed or shipped but at the wharf, under the penalty of confiscation, without licence in writing from the custom-master.

XIII. No goods which are liable to a duty, to be put on shore, or taken from the ship, without a special warrrant from the custom-master.

PORT-CHARGES.

Pilotage into the Roads..... 20 rix-dollars.	Water, and boat-hire..... 3 rix-dollars per leager.
Anchorage duty..... 25 ditto.	Catamarans, per trip..... 2 rix-dollars.

The large boats used in landing a cargo, called Battle, carrying from 5 to 10 tons, are 10 rix-dollars per trip; and the smaller ones, called laberlots, are five rix-dollars per trip. Coolies unloading and conveying goods as far as the custom-house, and loading the bandies, 10 rix-dollars per battle, and five rix-dollars per laberlot; besides which, there is a charge for tackle hire to hoist them out of the boat on to the jetty.

PROVISIONS AND REFRESHMENTS.

Bullocks.....30 rix-dollars each.	Bengal horse gram .....4½ to 7 rupees per bag.
Arrack, per leager .....120 to 150 ditto.	Surat ditto .....10 to 12 ditto.
Patna rice ..... 10 rupees per bag.	Coast ditto ..... 4 to 6 ditto.
Mooghy ditto..... 7 to 8 ditto.	Pepper ..... 5 ditto per parah.
Bengal wheat..... 7 to 8 ditto.	Coffee..... 7 ditto.
Surat ditto..... 9 to 10 ditto.	Loose coir .....20 ditto per candy.

Salt is very good. The retail price varies from 12 fanams per parah of 40 lbs. but if purchased in quantities, Government would sell it for what it stands them in, which is from six to nine fanams per parah.

The water within the fort at Columbo is brackish, consequently bad for drinking. Good water must be brought from the distance of 1½ mile: it is conveyed in skins or leathern sacks.

POINT DE GALLE.

This fort and town are built upon a low rocky promontory, in latitude 6° 4′ North, and longitude 80° 20′ East: the harbour is formed between the point, and a piece of sloping land to the eastward. The entrance of the bay is about a mile wide; but having many scattered rocks about it, a pilot is necessary to carry a ship to the anchorage, which is abreast the town in five fathoms.

The fort is about a mile and a quarter in circumference. Some of the bastions command the bay; the works are substantial and extensive, and it would be a place of great strength, were it not overlooked by some adjacent eminences. The houses in the fort are large, commodious, and comfortably furnished. That of the Commandant is a building of extensive dimensions. Almost all the European inhabitants live within the fort; only a few large houses are built without it, extending along the shore to the southward. Cottages and hamlets, the abodes of the native Cingalese, are scattered about in all directions.

Point de Galle ranks next to Columbo in point of trade. It was here that the Dutch used to ship the cinnamon and other produce of the island for Europe; and it is still occasionally used for that purpose. Ships sometimes call here on their way to Columbo, and take in what cinnamon is raised in the neighbourhood; afterwards complete their cargo at the Presidency, and on some occasions sail direct for England: others proceed to Madras, land the cinnamon there, to be divided amongst different ships, and take in a new lading; this latter method is only practised in time of war, when it is not found convenient for the regular ships of the Company to touch at Columbo.

MATURA

Is situated in latitude 5° 58′ North, and longitude 80° 40′ East. The fort, which is square, and built of stone, stands on the west side of a river. The gate communicates with two wooden bridges leading

across the water to a fortification of larger dimensions. The works of this fort have been begun on a regular and handsome plan, but are only half completed, consisting at present of two points and a half of a pentagonal star; they defend the place as far as it is immediately connected with the land, but it lies entirely open both towards the sea and the river. The two wooden bridges are connected together by a small island, lying near to the west side of the river. They are built of strong piles driven into the sand, and covered with planks, of sufficient breadth for carriages, but without balustrades.

The guns of this fort were some time since removed to Point de Galle, and none are at present mounted. In the centre of it is a large square, formed of good houses, and a neat Protestant chapel; from this a fine street extends along the banks of the river towards the sea, occupied by families of Dutch extraction. There are likewise several comfortable well-furnished houses ranged on the opposite side, at a greater distance from the river, in one of which the Revenue Agent for the district resides.

Plenty of wood and good water may be procured in the river, the entrance to which is about half a mile to the westward of the fort. Boats go a small distance up this river to fill water; but the coming in is made dangerous by the rocks which lie under water, and the outset of the stream is to strong, that any boat touching on them, is in danger of being overset; therefore it is best to have the natives to pilot you in. Ships anchor here in the N. E. monsoon abreast the town in 20 fathoms.

DONDRA HEAD,

The southern extreme of Ceylon, is in latitude 5° 55 North, and longitude 80° 43 East; it is a low point, with a grove of tall cocoa-nut trees on its extremity. Near it is Dondra, a populous village, which must at one time have been a place of great note, and much resorted to on account of a Hindoo temple in its vicinity, formerly a magnificent structure, now in ruins. The Portuguese and Dutch used many of the stones for erecting Matura Fort. There is still a small temple much frequented by the Cingalese.

TENGALLE

Is about fifteen miles to the N. E. of Dondra Head, and is known by the small fort and ruins of an old pagoda, situated on an elevated and projecting point of land on the west side of the bay. The bay itself is of considerable extent, being 4½ miles from Tengalle Point to the extreme point of land opposite. Off from each point run extensive and dangerous reefs; within them is good anchorage and shelter during the S. W. monsoon. Here is a fortress of two bastions, erected on the summit of a small hill, containing the ruins of three large houses, and on the sea beach are the remains of a large building, which appears to have been the mansion occupied by the Dutch Resident.

The landing-place, which is perfectly free from surf, lies under the rising ground on which the fort stands, having the ruins of a house a little to the south of it. About a quarter of a mile from the landing place, passing the fort, is a well containing good water. A pathway leads directly from the fort to the well, where water may be filled, and the casks rolled down the beach. A small jetty built at the landing-place, would greatly facilitate the loading of the boats.

BATICALOE.

About two miles up a small arm of the sea, is the Island of Baticaloe, in latitude 7° 45′ North, and longitude 81° 53′ East. It is about three miles in circumference, and there is a pleasant walk on the sand beach round it. The fort is of a square construction, having four bastions, nearly uniform, on which 24 guns are mounted. The internal dimensions are small, containing only a low barrack, a granary, a magazine, and the spacious mansion of the Commandant. A little village stands a few hundred yards from the walls of the fort, and several huts are scattered over the island. At the farther end of it are two Por-

tuguese chapels within a short distance of each other, neatly built of stone. The great body of the inhabitants are Hindoos and Mahometans. The number of Protestant Christians is very small.

The inlet of the sea, which surrounds the little Island of Baticaloe, extends thirty miles into the country, and contains several other islands of similar dimensions. The frith in many places is one mile broad, and affords excellent navigation for boats. Unfortunately a sand bar stretches across the entrance, on which are no more than six feet water, so that only small vessels can come into it; but when once entered, they ride in complete security. The anchorage is about two miles from the mouth of the river, bearing about South, and the Friar's Hood, a remarkable mountain about five leagues inland, S.S.W. The road is not always safe in the N.E. monsoon, but in the S. W. monsoon it is always so.

You may water at the island, landing your casks at the wharf, and roll them to a well on the green. It is necessary to carry funnels and buckets to draw the water up. Wood may be cut on the banks of the river, near the bar, in any quantity. Bullocks and other refreshments are in abundance.

TRINCOMALEE.

This bay, the entrance of which is about five miles broad, is formed by Foul Point, its S. E. extreme, and Flagstaff Point, in latitude 8° 33 North, and longitude 81° 24 East. This point is the northern extremity of a narrow and crooked peninsula that bounds the East and S. E. sides of Trincomalee Bay, and separates Back Bay from it, and from the great bay to the southward. Ships generally moor abreast the town. During the S. W. monsoon ships lie in Back Bay, with Flagstaff Point bearing S. S E about a mile distance. This harbour, from its centrical position, and the easy ingress and egress which it affords at all seasons, is better adapted for being made a marine depôt, and a rendezvous for his Majesty's squadrons, than any other station in India. The view of Trincomalee from Back Bay is striking and beautiful. On one hand stands a projecting cliff, rising in many places perpendicularly from the sea upwards of 100 feet, and the broken hill above it is elevated about 200 feet more. The flagstaff is placed near to the outermost point of the rock; and along the summit and declivities of the higher ground are situated the bungalows of the officers, and barracks of the private soldiers. On the other hand, a line of native villages are shaded amidst groves of cocoa-nut trees. The great body of the fort and town of Trincomalee is situated at the bottom of the rock, and joined to a narrow neck of land, running parallel to the sea, and separating the harbour from two adjacent bays, one of which lies on each side of the promontory.

The guns of Trincomalee command both bays, the former on the south, the latter on the north side of the fortified rock. Fort Ostenburg protects the mouth of the harbour; that fortress stands upon a mount three miles west of Trincomalee. One chain of the batteries surrounds the base, and another the summit of the hill. The greater part of the works of both these forts was built by the Government of Portugal. Some additions were made to it by the French during the short time they had possession of this place: but little or nothing was done by the Dutch. Seventy-two pieces of cannon are mounted on the ramparts of Trincomalee, and 50 on those of Ostenburg.

The fortifications of Trincomalee form a sweep upwards of a mile in length, encompassing the bottom of the rocky hills on the sides connected with the adjoining land: that part of it which projects farthest into the sea, is sufficiently protected by the steepness of the cliffs, and the depth of the surrounding ocean. A small redoubt is situated on the declivity of the hill overhanging the town, and several pieces of cannon are planted on its different summits. No communication can be carried on with this promontory but through the gates of the fort; and were all the works raised a little higher on the hill, the citadel would be impregnable. The only disadvantage attached to this noble harbour is, that the tide does not rise to a sufficient height to admit of the construction of wet docks for vessels of a large size.

The houses in the fort are very indifferent, far inferior to cottages in England; scarce one of them is water-proof. Many of the buildings are in ruins, from the effects of protracted sieges, the dilapidations of which have never been repaired. The roof of the garrison church was likewise battered down, in which condition it still continues, and the shell is employed as a tennis court for the amusement of the soldiers. About half a mile from the fort stands a native village, where the productions of the country are brought to market, and exposed for sale.

Trincomalee was taken by assault on January 11, 1782, by the British forces under Sir Edward Hughes; but on 26th August, it was wrested from them by the French under Suffrein, who restored it to the Dutch at the conclusion of the peace. It was taken possession of by the English in 1795, and still continues in their hands.

There are several watering-places. The ships that take their water in Back-bay, fill it in the fort, where a wooden pier is built to facilitate the landing; and those who lie in the harbour, must fill it at the well in the town, where they will have a quarter of a mile to roll their casks.

Refreshments for present use may be got here, but in small quantities, and not more than sufficient to supply two men of war. The only provisions to be had are beef, buffaloes, hogs, and a few fowls; little or no vegetables, and those very dear. As for salt provisions, there are none to be procured.

Although the situation of this port makes it a most convenient place for trade, yet scarce any is carried on, and there is not a ship belonging to the place.

JAFFNAPATAM.

The fort and town of Jaffnapatam are situated in latitude 9° 44′ North, and longitude 80° 15′ East The former is regularly built in the figure of a pentagon, with five bastions, and is furnished with broad ditches and an extensive glacis. It appears to be the most modern, and is by far the neatest and best constructed fortress in Ceylon. It is at the same time extremely clean, and in a good state of repair. One side runs parallel to the strait which separates the peninsula of Jaffna from the rest of Ceylon; the other sides are environed by an open and well-cultivated plain. A large square occupies the centre of the fort, the interior of which is a plot of grass, enclosed with neat rails, and bounded by streets of excellent houses, shaded by majestic trees. On one side of the square stands a large church, of Dutch architecture. At right angles to it, are situated the commodious mansion of the Commandant, and other public buildings, employed as offices for the purposes of Government. The third side is composed of comfortable houses rented from the Dutch by English officers; and the fourth, which contains the gate, is made up of barracks for private soldiers. The only other street within the fort runs parallel to the back of the west side of the square; being more obscure, it is inhabited by mechanics, and the lower orders of the community. Some large buildings, apparently designed as barracks and magazines, lie unoccupied facing the ramparts.

About half a mile to the eastward, stands the pettah, or outward town, containing several thousand inhabitants. All the streets are of a proper breadth, one half of them running parallel to each other, and the other half intersecting them at right angles. The houses are neat and clean, and the outer walls completely white. The principal street runs through the centre of the town; it is finely shaded on each side by rows of large trees towering above the houses, which are only one story high, but raised a few steps from the ground on a paved terrace, having verandas or porticos before them.

All the native inhabitants are included under the description of Malabars. About one half of them are Hindoos; the other half are nominal Christians, with a small proportion of Mahometans.

Most of the Dutch families who formerly resided at Trincomalee, have removed to this place, which affords them cheaper living, and more agreeable retirement. The country is fruitful; a constant bustle pervades the daily markets, and a regular trade with the opposite coast of India affords many opportunities of improving a small fortune. This is the only district of Ceylon, the revenue of which exceeds its expences.

Articles procurable on the Island of Ceylon, with Directions how to chuse them.

CALAMINDER WOOD

Is the name given to a beautiful wood procured at Ceylon, that takes a polish as smooth as a looking glass; it is so hard, that the common edge-tools cannot work it, but it must be rasped and almost ground into shape. The heart or woody part of the tree is extremely handsome, with whitish or pale yellow, and black or brown veins, streaks, or waves; in the root these waves are closer and darker. The nearer it is taken from the root, the more it is esteemed, as higher up in the trees the veins are thinner and paler.

CINNAMON.

The cinnamon tree, or Laurus Cinnamonum, is a species of laurel. The trees in their uncultivated state grow to the height of 20 to 30 feet; the trunk is about three feet in circumference, and puts out a great number of large spreading horizontal branches clothed with thick foliage. The roots are fibrous, hard and tough, covered with an odoriferous bark; on the outside of a greyish brown, and on the inside of a reddish hue. They strike about three feet into the earth, and spread to a considerable distance. Many of them smell strongly of camphire, which is sometimes extracted from them.

The leaves are of an oval shape, from four to six inches in length, and from two, to two and three quarters in breadth, of a smooth surface and plain edge. They are strongly marked by three principal nerves, which with four smaller, all take their rise from the pedicle. The middle nerve stretches to the point of the leaf. The two others nearly bisect each half of it lengthwise. The four smaller radiate, in a corresponding manner, towards the edge of the leaf. From these a great quantity of diminutive fibres spread in all directions, completing the texture of the leaf. The stalk of it, which is three-quarters of an inch in length, is very pleasant to eat, and when chewed, flavours strongly of cinnamon; but is fresher, and more full of juice. The leaf itself has scarcely any taste. When the young leaves first shoot out from the tops of the branches, they are partly of a bright red, and partly of a pale yellow hue. After a short time they become of a beautiful pea-green, and when they have attained full maturity, they put on a dark olive colour. The upper surface is of a deep, and the back of the leaf of a light green, and shoot out from the stalks, directly opposite to each other.

The blossoms grow on slender foot-stalks, of a pale yellow colour from the axillæ of the leaves, and the extremity of the branches. They are numerous clusters of small white flowers, having a brownish tinge in the centre, about the same size as the lilac, which it resembles. The flower is monopetalous, stellated into six points, has nine stamina, and one stile. It produces a fruit of the form of an acorn, in taste resembling the olive, and when dry, it becomes a thin shell, containing an oval kernel about the size of the seed of an apple. The smell of the blossom is not strong, but extremely pleasant, resembling a mixture of the rose and lilac. The fruit, when boiled in water, yields an oil which floats at the top, and answers for burning in lamps. When allowed to congeal, it becomes of a solid substance like wax, and is formed into candles. The smell of it is much more agreeable than that of cocoa-nut oil; but it is only used for these purposes in the interior of the island.

The appearance of this tree strongly resembles that of the Laurus Cassia, and the bark of the old wood possesses the same qualities. The cinnamon of Ceylon, however, is greatly improved by cultivation; and that which is most highly prized, is stripped from shoots of young trees.

The trees which are planted for the purpose of obtaining cinnamon, shoot out a great number of branches apparently from the same root, and are not permitted to rise above the height of ten feet. Those sprouts which are cut down to be barked, are of the thickness of a common walking stick, and yield an incomparably fine cinnamon bark, and from these shoots come the sticks, which in appearance resemble those from the hazel-tree, but of which the bark has a cinnamon smell when rubbed. Cinnamon is

barked in the woods at two different seasons of the year: the first is termed the grand harvest, and lasts from April to August; the second is the small harvest, and lasts from November to January. The barking is performed in the following manner:—A good cinnamon-tree is looked out for, and chosen by the leaves, and other characteristics. Those branches which are three years old, are lopped off with a common crooked pruning knife, from which the outside pellicle of the bark is scraped off; the twigs are then ripped up long ways with the point of a knife, and the bark gradually loosened till it can be entirely taken off. The smaller tubes or quills of it are inserted into the larger, and thus spread out to dry, when the bark rolls itself up still closer together, and is then tied into bundles, and finally carried off: each bundle is then bound round with rattans, and packed up, after having previously undergone an examination by tasting and chewing, which is a very troublesome and disagreeable office: it is but seldom a person is able to hold out two or three days successively, as the cinnamon deprives the tongue and lips of all the mucus with which they are covered. Each bundle is then made nearly the length of four feet, and is weighed off to 88 lbs. subsequently to its being well secured. It is sewed in double gunnies, and when stowed in the ship's hold, loose black pepper is sprinkled over the bales, to fill up every hole and interstice, by which means the cinnamon is preserved in its original goodness.

The Dutch cinnamon inspectors divided the bark into the following kinds, *viz:*

I. The first and best sort of cinnamon, which is peculiar to the island, is called by the natives rasse coronde, or sharp sweet cinnamon. It is this choice sort which is exported yearly by the East India Company, by whom it has been prohibited under severe penalties, that any other sort should be mixed with it.

II. Is called cannalle coronde, which is bitter and astringent cinnamon. The bark of this tree comes off very easily, and smells very agreeably when fresh, but it has a bitter taste.

III. Is called cappiroe coronde, which implies camphorated cinnamon, because it has a very strong smell of camphire. This sort is only found in the King of Candy's dominions.

IV. Is called the welle coronde, or sandy cinnamon; because, upon chewing it, one feels as it were bits of sand between the teeth; but in fact there is nothing sandy in it. The bark of this tree comes off readily, but it is not so easily rolled as other sorts are, being apt to burst open and unfold itself. It is of a sharp and bitterish taste, and the root of it produces but a small quantity of camphire.

V. Is called sewel coronde, or glutinous cinnamon. This sort acquires a very considerable degree of hardness, which the chewing of it sufficiently proves. It has otherwise little taste, and an ungrateful smell, but the colour of it is very fine, and it is often mixed with the first and best sort, the colour being much alike, excepting only that in the good sort, some few yellowish spots appear towards the extremities.

VI. Is called nicke coronde. The bark of this tree has no taste or smell when taken off, and is made use of by the natives only in physic, and to extract an oil to anoint their bodies.

VII. Is called dawel coronde, which is drum cinnamon. The wood of this tree, when grown hard, is light and tough, and of which the natives make some of their vessels and drums. The bark is stripped while the tree is yet growing, and is of a pale colour. It is used in the same manner as the sixth sort.

VIII. Is called catte coronde, or thorny cinnamon, for this tree is very prickly. The bark is somewhat like cinnamon in appearance, but the leaves are different; and the bark itself has nothing either of the taste or smell of cinnamon. The natives use it in medicine.

IX. Is called mael coronde, or the flowering cinnamon, because this tree is always in blossom. The substance of the wood never becomes so solid and weighty in this as in the other cinnamon-trees before mentioned, which are sometimes eight, nine, or ten feet in circumference. If this ever-flowering cinnamon be cut or bored, a limpid water will issue out of the wound, but it is of use only for the leaves and bark.

The inhabitants of Ceylon say there is yet another sort of cinnamon, which they call toupat coronde, or the three-leaf cinnamon. This grows in the Candy country, and is little known.

The cinnamon-tree flourishes only in a small portion of the island. It is confined to the S. W. angle, formed by the sea coast, from Negombo to Matura. The largest cinnamon plantation is situated in the vicinity of Columbo, and is upwards of twelve miles in circumference; others of a smaller size lie near Negombo, Calture, Point de Galle, and Matura, and all stretch along the sea coast.

The best cinnamon is known by the following properties: it is thin, and rather pliable; it ought to be about the substance of royal paper, or somewhat thicker. It is of a light colour, and rather inclinable to yellow, bordering but little upon the brown: it possesses a sweetish taste, at the same time is not stronger than can be borne without pain, and is not succeeded by any after taste. The more cinnamon departs from these characteristics, the coarser and less serviceable it is esteemed, and should be rejected if it be hard, and thick as a half-crown piece; if it be very dark-coloured or brown; if it be very pungent and hot upon the tongue, with a taste bordering upon that of cloves, so that it cannot be suffered without pain, and so that the mucus upon the tongue is consumed by it when several trials are made of it; or if it has any after taste, such as to be harsh, bitter, and mucilaginous. Particular care should be taken that it is not false packed, or mixed with cinnamon of a common sort.

This spice was known to the ancients long before nutmegs or cloves. In 1621 no mention is made of cinnamon as an article of import from India. The Portuguese being in possession of Ceylon, it was to be procured only at Lisbon. In 1686 the Dutch imported from the island 170,000lbs. of cinnamon, which is stated to have been rather less in quantity than in some preceding years. It would be difficult, if not impossible, to trace the quantities brought into Europe at this early period. In 1730 it appears the Dutch imported in ten ships 640,000 lbs. In 1766 the King of Candy agreed to deliver to the Dutch all the cinnamon which grew in his territories at five pagodas per bale of 88 lbs. In the five years, 1775 to 1779 inclusive, the amount sold on an average was 380,000 lbs. per annum.

The following is an account of the quantities of cinnamon sold at the Dutch East India sales in the years 1785 to 1791 inclusive, together with the sale amount in each year.

Years.	lbs.	£	Years.	lbs.	£
1785	309,040	199,470	1789	463,400	252,785
1786	453,920	280,605	1790	375,920	205,045
1787	144,000	82,470	1791	183,765	100,235
1788	485,600	273,765			

In 1795, on the capture of Ceylon by the English, the East India Company paid £180,000 to the captors as the value of the cinnamon found in the various storehouses on the island.

The following is an account of the quantities of cinnamon belonging to the East India Company, sold at their sales, in the years 1803 to 1810 inclusive, with the sale amount thereof, likewise the quantities retained for home consumption, and the net revenue collected thereon.

Years.	March Sale.		September Sale.		Total.		Retained.	Revenue net.
	lbs.	£	lbs.	£	lbs.	£	lbs.	£
1803	128,673	27,403	158,594	36,101	287,267	63,504	8,762	675
1804	158,501	34,509	199,182	44,150	357,683	78,659	9,830	2,084
1805	28,432	6,986	172,530	45,579	200,962	52,565	6,672	1,466
1806	121,195	29,111	140,001	32,105	261,196	61,216	10,389	3,513
1807	168,072	48,587	198,674	67,914	366,746	116,501	7,974	2,453
1808	167,817	57,374	166,814	57,600	334,631	114,974	13,116	3,613
1809	230,969	72,854	202,655	80,772	433,624	153,626	10,267	3,487
1810	180,134	75,426	123,820	50,132	303,954	125,558	11,564	3,218

being on an average of eight years, 318,270 lbs. and the sale amount £95,825 per annum.

8 cwt. of cinnamon are allowed to a ton. The permanent duty is 1s. 6d. per lb. and the temporary or war duty 6d. making in the whole 2s. per lb.

OIL OF CINNAMON.

This valuable oil is drawn from the broken and small cinnamon, which yielding but a small quantity of essential oil, that of cassia is in general substituted in its place. If the oil of cinnamon be genuine, and you dip the point of a penknife into it, it will not flame at a candle, but smoke; if it soon flames, it is adulterated with spirits of wine. If adulterated with an expressed oil, put a few drops into water, and shake it, when the essential oil will sink to the bottom, and the expressed oil float on the surface. Or drop it into a glass of brandy, and if good, it will sink in a lump to the bottom, but if adulterated, part only will sink, and will leave an oil on the top of the brandy. Water and sugar mixed together are the strongest proof; one drop in a glass will make the glass above the liquor turn blue, which is a good sign.

The permanent duty on oil of cinnamon is 3s. per ounce, and the temporary or war duty 1s. per oz.

CHANK SHELLS,

Or the common conch shell, is an article of trade from Ceylon to the Coast of Coromandel and Bengal, where they are used in beetling the finer cloths manufactured there, and as wrist ornaments for the women, when sawed into narrow rings, and the edges polished. They are also met with at Chittagong and Aracan.

These shells are fished up by divers in the Gulf of Manar, in about two fathoms water. They are of a spiral form, and are chiefly exported to Bengal, where they are sawed into rings of various sizes, and worn on the arms, legs, fingers, and toes of the Hindoos. A chank opening to the right hand is highly valued by the natives of India, and being rarely found, always sells for its weight in gold.

PEARLS

Are hard, white, and shining, usually roundish, found in a testaceous fish of the oyster kind; they are formed of the nature of the shell, and consist of a number of coats spread with perfect regularity one over another, in the same manner as the several coats of an onion, or like the several strata of stones found in the bladder or stomachs of animals, only much thinner.

Pearls are generally divided into oriental and occidental, more from their qualities than their place of produce, the oriental being reckoned the best. The principal oriental pearl fisheries are in the Gulf of Manar, the Persian Gulf, Sooloo Archipelago, and on some of the Japan Islands.

The principal pearl fisheries in America are St. Margarita and the Gulf of Mexico. In Europe pearls are also met with on the coasts of Livonia, Courland, Scotland, and various other places.

The Ceylon oyster banks are scattered over a space at the bottom of the Gulf of Manar, extending about 30 miles from north to south, and 24 from east to west. There are 14 beds, but they are not all productive, and not more than two or three can be fished in one season; the largest is ten miles in length, and two miles in breadth; the others are much smaller. The depth of water over the different banks varies from 8 to 15 fathoms, but the best fishing is found in from six to eight fathoms. The pearl banks are about fifteen miles from the shore of Condatchy.

The pearl oysters in these banks are all of one species, and of the same regular form, but of different qualities and denominations, from the nature of the ground to which they are attached. The shape of the oyster is an imperfect oval, pretty nearly the same as that of the cockle, about 9½ inches in circumference, with a segment cut off by a straight line at the hinge, or point of union of the two valves. The body of the oyster is white, fleshy, and glutinous. The inside of the shell is brighter and more beautiful than the pearl itself; the outside is smooth, unless when covered with corals, sponges, and other marine productions.

The pearls are commonly contained in the thickest and most fleshy part of the oyster, contiguous to one of the angles of the shell close to the hinge. An oyster frequently contains several pearls: one has been known to produce 150, including the seed or dust pearls; and 100 oysters have been opened without yielding one pearl large enough to be of any estimation.

The pearl oyster is said to attain its maturity at the age of seven or eight years; after which its existence soon terminates, and its contents are washed away by the waves.

The fishery generally begins about the 20th of February. Sometimes Government fishes the banks at its own risk; sometimes the boats are let to many speculators, but most frequently the right of fishing is sold to one individual, who sub-rents boats to others.

In 1804 the fishery was let by Government to a native of Jaffnapatam. For thirty days' fishing, with 150 boats, he came under an obligation to pay 300,000 Porto Novo pagodas. He sold the right of fishing to some of the best equipped boats for 3000 pagodas each, and that of others for 2500, but kept by far the greater part of them to fish on his own account.

The boats with their crews and divers come from Manar, Jaffnapatam, Nagore, Tuticorin, Travancore, and other parts of the Coast of Coromandel. They arrive completely equipped, and are open boats of one ton burden, about 45 feet long, 7 or 8 broad, and 3 feet deep, having but one mast and one sail; and unless when heavily laden, do not draw more than eight or ten inches water. The crew generally consists of 23 persons, 10 of whom are divers, 10 munducs, or men to haul up the divers; 1 tindal, 1 steersman, a boy to bale out water, and a man to take care of the boat. To these is added a peon on the part of the renter, to guard against fraud.

The period the divers continue under water, in the depth of seven fathoms, seldom exceeds a minute, sometimes a minute and a half; but other persons who are willing to allow the greatest latitude, say they never knew a diver remain under water more than two minutes. In ground richly clothed with oysters, a diver often brings up in his basket 150 oysters at a dip; but when they are thinly scattered, he frequently collects no more than five. One boat has been known to land in one day 33,000 oysters, and another not more than 300.

The oysters are generally allowed to remain in heaps for ten days after they are brought on shore, that time being necessary to render them putrid. They are not esteemed good to eat, being of a much fatter and more glutinous substance than the common oyster. When they are opened fresh, they are sometimes dried in the sun, and eaten by the lower classes of people.

After the pearls are separated from the sand, washed with salt water, dried, and rendered perfectly clean, they are sorted into classes according to their sizes, by being passed through ten brass sieves, or saucers full of round holes. The saucers are all apparently of one size, but made so as to go one within the other. They are distinguished into numbers, 20, 30, 50, 80, 100, 200, 400, 600, 800, and 1000. This is a kind of ratio to estimate the value of the different sizes of pearls; and probably the distinguishing numbers in some measure correspond with the quantity of holes in each bason. These completely occupy the bottom of the vessel, and as they increase in number, they necessarily decrease in size. The pearls are thrown into a promiscuous heap into the uppermost sieve, which being raised a little, and shaken, the greater part of them pass through into the second sieve, and only those remain which exceed a large pea in size. The second sieve is shaken in the same manner; the pearls that remain in it, are of the size of a small pea, or grain of black pepper. The quantity of pearls gradually increases as the size diminishes. Those which fall through the tenth saucer (No. 1000) belong to the class of tool, or seed pearls, so called from the smallness of their size.

The pearls contained in the sieves 20 to 80 inclusive, are distinguished by the general name of mell, or the first order. Those of the sieves from No. 100 to 1000 are denominated vadivoo, or the second order.

Both these orders are divided into various sorts, according to their shape, lustre, and other qualities, amongst which are annees, annadaree, kayarel, samadiem, kallipoo, koorwel, pesul, and tool.

Annees are the first sort, perfectly round, and of the most brilliant lustre.

Annadaree is a subdivision of them, possessing the same qualities in an inferior degree.

Kayarel is the next in beauty, but not so completely round, and of a duller colour. To this class belong the samadiem, which is nearly of the form of a pear, and the kallipoo, which has flat sides.

The koorwel, or third class, is a double pearl, ill-shaped, and of a dull water; to it may be added the pesul, the most deformed of all the pearls, and the tool, or seed pearl, the most diminutive.

The different descriptions of pearls are sent to different markets; but at the fishery all the kinds are generally sold mixed together at 200 pagodas per pound.

The method of determining the price of the different sorts of pearls is regulated by an imaginary criterion, estimating the proportion of that quality which attaches to them the highest value. It has the appearance of being intricate and difficult, but is considered simple by those who understand it. Size, roundness, and brightness seem to be the qualities on which it hinges.

The pearls are then drilled. The large ones are generally drilled first, in order to bring in the hand to work with more ease on the smaller size, and an expert workman in the course of a day will perforate 300 small, or 600 large pearls. They are then washed in salt and water, to prevent the stains which would otherwise be occasioned by the perforating instrument.

The next branch of the business is the arranging the pearls on strings; this is considered the most difficult operation in the profession of the pearl merchant, and is one in which very few excel.

The pearls of the largest size, being most costly, and esteemed as emblems of greatness, find a ready sale among the rich natives of the Nizam's dominions, Guzzerat, and the other parts of India.

The finest annee pearls, from the size of the sieve No. 30, to that of No. 80, which make most beautiful necklaces, are sent to Europe.

A handsome necklace of pearls, smaller than a large pea, costs from £170 to £300; but one about the size of a peppercorn, may be procured for £15: the former pearls sell at a guinea each, and the latter at eighteen pence. When the pearls dwindle to the size of small shot, they are sold at a very trifling price.

The smaller sorts are sent to the markets of Hydrabad, Poona, and Guzzerat, in which last-mentioned place, pearls of a yellow tinge are preferred to those of a pure white, being considered as having arrived at greater maturity, less liable to fade, and retaining their lustre to a longer period. The refuse and lower orders of all the pearls turn to good account in the China market, where those of superior value cannot be so readily sold.

Pearls are sometimes met with of various colours, of an exquisite silverlike brightness, transparent, semi-transparent, opaque, brown, and black.

One of the largest pearls hitherto known, is described by Tavernierto to be in the possession of the King of Persia. It was bought by him at the Bahreen fishery, and cost 32,000 tomands, upwards of £110,000. It is in the shape of a pear, very regular, and without fault.

Another pearl belonging to the Great Mogul, and perfectly round, is the largest in the world of that figure, measuring 0,62 English inches in diameter.

A pearl, called from its figure the sleeping lion, weighing 578 carats, was carried for sale from Holland to St. Petersburgh in 1779. It was purchased in India for 50,000 florins, about £4,500, and was offered for sale at double that sum; its colour and splendour were remarkably fine.

The King of Spain, Philip II., had a pearl, which he purchased from a traveller. It weighed 25 carats, was valued at 150,000 dollars, and was produced from the pearl fishery at St. Marguerite.

Tavernier mentions a pearl in the possession of the Prince of Muscat, as being the most wonderful in

the world, not so much for its size, for it weighed only 12¼ carats, nor for its perfect roundness, but because it was so clear and transparent as to be almost seen through. The Great Mogul offered 40,000 crowns for this pearl, which was refused. Tavernier also mentions having sold a pear-shaped pearl to the uncle of the Great Mogul, which weighed 55 carats.

Pliny says that pearls are the most valuable and excellent of all precious stones; they were much esteemed by the ancients, and an extraordinary value put upon the larger kinds. We are told that Servilia, the mother of Marcus Brutus, presented one to Cæsar of the value of £50,000 of our money; and that Cleopatra dissolved one worth £250,000 in vinegar, which she drank at a supper with Mark Antony.

Pearls from the fishery of Ceylon are more esteemed in England than from any other part of the world, being of a more regular form, and of a finer silvery white than the Persian pearl. They should be chosen round, of a bright lustre, free from stains, foulness, and roughness; they are sometimes brought to Europe undrilled, but are not of so much value as when drilled and strung; and the pearls should be as near as possible of an equal quality throughout each string.

The finest, and what is called the true shape of the pearl, is a perfect round; but if pearls of a considerable size are of the shape of a pear, as is not unfrequently the case, they are not less valued, as they serve for ear-rings and other ornaments; their colour should be a pure white, and that not a dead and lifeless, but a clear and brilliant one; they must be perfectly free from foulness, and their surface must be naturally smooth and glossy. Pearls that are rough on the surface, spotted, or dull in colour, irregular in their shapes, and not perfectly round, should be rejected. It is also an imperfection when they have large drilled holes, or are rubbed flat about the edges of their holes by long use. As no allowance is made for tassels, care should be taken that as little silk, &c. are in them as possible.

Of the smallest size, or seed pearl, the most diminutive is of more value than the middle size, provided it runs smooth, round, and of a fine silvery lustre. This kind being sold by the ounce, care should be taken that the tassels are very slight, as an allowance of £5 per cent. only is made in England, though the silk, &c. are generally much heavier.

The permanent duty on pearls is £10 per cent. and the temporary or war duty £3. 6s. 8d. making in the whole, £13. 6s. 8d. per cent.

The revenue derived from pearls in the years 1803 to 1809 inclusive was £15,455. 15s.

CEYLON STONES.

Stones of various kinds are found on Ceylon, but the greater part of them are of a very inferior quality. The Moors carry on a considerable trade in them. All such stones as are transparent, and sufficiently hard to take a polish by grinding, are called precious stones. They are known by the following names.

Ruby.—The ruby is more or less ripe, which, according to the Indian expression, means more or less high-coloured. The ruby is for the most part blood red; the deeper red the colour, the larger the stone, and the clearer it is, without any flaw, so much greater is its value; however, they are seldom found here of any considerable size: for the most part, they are small, frequently of the size of particles of gravel, grains of barley, &c. The higher the colour, the clearer and more transparent they are.

Amethysts.—These stones are sometimes found of a large size, but generally very small; the larger their dimensions, the paler and less coloured they are, and therefore less valued and esteemed. The small are of the deepest colour, but notwithstanding of no great value. The dearest and most valuable are those which are high-coloured, without flaws, and of some tolerable size.

Robals are dark-coloured stones, darker than the ruby, and not so hard. They are found mostly in small pieces, are cut for setting in rings, and are frequently exposed to sale for rubies.

Hyacinths are small yellowish brown, or reddish stones, which, as well as robals, are frequently offered for sale under the denomination of rubies.

Cinnamon Stone derives its name from its colour, which in some measure resembles the oil drawn from the best and finest cinnamon; it is not however always alike, but more or less pale, or of a deep orange colour. These stones are seldom found of any considerable size in a perfect state; but they are in general, even the small ones, cracked longways and across, which destroys their clearness, and renders them unfit for cutting.

Cat's Eye is the name of a very hard stone, which approaches more or less to white, or green, and is semi-diaphanous, with a streak of the breadth of a line in the middle, which is much whiter than the stone itself, and throws its light to what side soever it is turned. In this respect therefore it resembles a cat's eye, whence it derives its name. The largest is of the size of a hazel-nut; others are found much smaller. In its rough state it seems to have no angles nor signs of crystallization. Its value is in proportion to its size and purity. One of the size of a nut, without flaws and other imperfections, is sometimes valued at 50 or 60 rix-dollars. They are cut convex and oblong, without faces, so that the streak which intersects them, comes in the middle, and they are afterwards set in rings, which are worn by the natives.

White Crystal is found both crystallized and worn smooth by the water; is in uneven, flat, and long pieces, full of pits and hollows; the colour is clear, more or less of a watery hue or shining white; it sometimes is found in lumps of six inches in diameter.

Yellow Crystal is nearly the same as the white, only with this distinction, that it appears of a disagreeable yellow colour; it is seldom if ever crystallized, but always worn down smooth by the agitation of the water into round pieces, with a rough knobby surface.

Brown Crystal is distinguished from the former by its being of a blackish cast, or that of pale ink. When laid upon any substance, it does not seem to be transparent, but may be seen through if viewed against the light. The pieces are the size of a walnut, and are cut into buttons and other uses.

Black Crystal is quite black and shining, but not transparent; some pieces are as large as a walnut, others as small as a pea. They are cut and polished for buttons, and bear a great resemblance to jet; it is very common, and of but little value.

Jargoon, or Zircon, is a kind of stone of the nature of a diamond, but much softer; according to some lapidaries, the jargoon comes next in hardness to the sapphire; and as they have, when cut and polished, a great resemblance to the diamond, they are made up in various kinds of jewellery; they are generally very small, of a smooth surface, and a bright shining lustre. The larger they are, the more they are esteemed.

Blue Sapphire.—Sometimes these are so pale, that they almost exhibit the appearance of water, but generally they are of a dark blue, uniformly coloured, and of round and various other shapes; they are sometimes to be met with as large as a hazel-nut, but most of them are much smaller.

Green Sapphire occurs of a bright green, a greenish, and a palish white colour, and is a genuine sapphire, which is fit for cutting, and applied to that purpose.

Water Sapphire is the name of a stone which very much resembles white crystal, but when viewed against the light, is both clearer and whiter; it is especially distinguishable by its hardness, in which it surpasses the crystal, and is much dearer. The largest are of the size of a walnut.

Red Tourmalin.—When laid upon a table, it appears dark and opaque, but being held against the light, is of a pale red hue. They are sometimes as large as a pea, but most of them are about the size of a grain of rice, and frequently damaged and imperfect; the colour is in general equally distributed.

Green Tourmalin is of a dark hue, sometimes bordering a little upon yellow, sometimes upon blue, most frequently upon black; it is in not a few instances transparent, and in others covered with an opaque surface; it is in thick and thin pieces of irregular forms, sometimes as large as a walnut, sometimes as small as groats. The green, or chrysoprase, is beautiful, of a grass green colour, clear and transparent, and is used for cutting. This is properly called the green tourmalin.

Yellow Tourmalin is called likewise tourmalin topaz, because it sometimes bears a great resemblance in colour to the topaz; in appearance it is very much like amber; some are more saturated or ripe, almost of an orange colour; some are of a paler, and some of a whitish yellow. They are cut for the purpose of setting in rings, and are frequently handsome.

White Tourmalin.—It is more or less white, almost always the colour of milk, so that its transparency is not perfectly clear. It is often found in pieces, which have spots or streaks in them. It is cut for setting in rings, and is among the most common stones in Ceylon.

Taripo is the name given in Ceylon to a white stone, which in all probability is nothing more than white crystal; its colour is pure white, or somewhat of a watery cast, but not so clear and transparent as the crystal. It is always in shapeless lumps, and is cut for setting.

Topaz.—This is in general a beautiful transparent stone, of a shining gold colour, met with in various parts of the world, in the Brazils, Ceylon, and Madras; they should be chosen large, of a bright deep colour, free from cracks, flaws, or clouds; those that have a reddish tinge should be rejected.

CHAPTER XVIII.

Coast from Cape Comorin to Madras.

Coast of Tinnevelly—Tuticorin—Commerce with Madras—Point Calymere—Negapatam—Coins—Commerce with Madras—Nagore—Karical—Tranquebar—Coins, Weights, and Measures—Commerce—Historical Facts relative to the Commerce of Denmark with the East Indies—Devicotta—Porto Novo—Coins, Weights, and Measures—Cuddalore—Commerce of the Southern Division of the Carnatic with Madras—Pondicherry; Description—Coins, Weights, and Measures—Historical Facts relative to the Commerce and Conquests of France in the East Indies—Allemparva—Sadras—Seven Pagodas—Covelong—Historical Facts relative to the Commerce of Ostend with the East Indies—Meliapour, or St. Thomé.

THE Coast of India from Cape Comorin to Point Ramen, which forms the N. W. side of the Gulf of Manar, is called the Tinnevelly Coast. It is only frequented by small coasting vessels. Point Ramen is in some degree connected with the Island of Ceylon by a narrow ridge of sand and rocks, called Adam's Bridge.

TUTICORIN

Is the principal place on this part of the coast, and is in latitude 8° 53 North. The town is large, open, and well-built, adorned with several large buildings of stone, particularly several churches erected by the Portuguese, from whom the Dutch took it in 1658. Considerable quantities of piece-goods are manufactured here and in the neighbouring villages. Between Tuticorin and Ceylon are numerous sand-banks. A pearl fishery is carried on here, though at present not very productive, and considerable quantities of chank shells are exported from hence.

The commerce between this part of the coast and Madras in piece-goods, grain, &c. is considerable.

In the years 1802 to 1806 inclusive, there was imported into Tinnevelly from Madras, merchandise to the amount of ..... Sicca Rupees	9,07,607
During the same period there was merchandise exported to the amount of	25,43,279
Exports exceed the imports	16,35,672
Treasure exported to Madras during the same period	14,600
Balance *in favour* of the Coast of Tinnevelly ..... Sicca Rupees	16,21,720

The following are the articles of which the imports and exports consisted in 1805.

Articles of Import in 1805.		*Articles of Export in* 1805.	
Pepper	Sicca Rupees 56,732	Piece-goods	Sicca Rupees 2,17,556
Piece-goods	12,223	Grain	43,373
Grain	7,626	Jaggery and toddy	25,725
Beetle	4,299	Drugs	5,032
Timber	5,602	Cotton	11,618
Oil	3,642	Fruits	9,243
Sugar	1,311	Beetle-nut	8,367
Liquors	14,877	Pepper	4,454
Sundries	29,400	Sundries	39,946
Imports in 1805	Sicca Rupees 1,35,712	Exports in 1805	Sicca Rupees 3,65,314

In this district are manufactured calamanganzies, aunni-ketchies, and putton-ketchies. These cloths are made of a hard long grained cotton, are of an even regular texture, and resemble European linen more than any of the Indian cloths. They are preferable to the long-cloths manufactured in the Circars, and are cheaper by at least 30 per cent.

The coast from Cape Ramen to Point Calymere comprehends the provinces of the Marawars and Tondiman; the principal towns on the coast are Tondy and Cottapatam, frequented only by small coasters. On Point Calymere, which is in latitude 10° 18′ North, are two remarkable pagodas. About half a mile to the northward of them is a small river, and on its banks stands a large village, where a considerable trade is carried on in tobacco, rice, piece-goods, &c.; the river has a bar, so that only small vessels can enter. The kingdom of Tanjore commences to the southward of Point Calymere, and extends to the northward as far as the Colcroon River.

NEGAPATAM.

The fort is in latitude 10° 43′ North, and longitude 79° 59′ East; it is a regular pentagon with wet ditches, and the whole of the fortifications are strong, and in good repair. The town is situated to the northward of the fort, near which is a river capable of receiving small country vessels, which has two entrances, one to the northward, and the other to the southward, the land between them forming an island; the boats use the windward entrance in passing out, and the leeward one in returning, according to the monsoon. On the north side of this river is a strong battery, to which boats entering, must go within the length of their oars, and the landing-place is close to it. There is a bar at the mouth of the river, which in bad weather breaks very much, and becomes dangerous.

The common anchorage in the fair season is abreast the fort in five fathoms, 1½ to 2 miles off shore. In unsettled weather it is prudent to anchor further out in 6 or 7 fathoms, the flagstaff bearing W. ¼ S. and the highest of the five pagodas at Nagore N. W. which is good holding ground.

Negapatam formerly belonged to the Portuguese. The Dutch took it in 1660; they strengthened the fortifications, and it became the most considerable place belonging to them on the Coromandel Coast. Negapatam was besieged by the English in 1781. The fleet under Sir Edward Hughes blocked it up by sea, and the land forces under Sir Hector Munro invested it by land. The garrison amounted to about 8,000 men of all sorts, and far exceeded the besiegers in point of number, whose whole force did not exceed 4,000 men capable of effective service. On October 29th, 1781, the strong lines, flanked by redoubts which the Dutch had thrown up, to cover and defend the approaches to the town, were attacked, and carried by

storm. On November 3d, the General opened ground against the north face of the fort; and the approaches were carried on with unusual rapidity. On the 7th a battery of ten 18 pounders being ready to open within 300 paces of the walls, the Admiral and General sent a joint letter of summons to the Dutch Governor, which he answered with great respect, but no less firmness. The garrison made two desperate sallies with almost their whole force, but were driven back into the town with much loss in both. A battery being opened with great effect on the face of a bastion which was intended to be breached, the enemy demanded a parley, and on the 12th of November, commissioners were sent out to settle the terms of capitulation with the Admiral and General. By these the town and citadel, and every thing they contained belonging to the Government or Company, were surrendered; private property was secured, and the inhabitants protected in their houses and estates, upon taking the oath of allegiance. The garrison were allowed military honours, and then became prisoners of war; and the Governor, Council, and civil officers were retained on parole. The whole loss of the besiegers, in killed, wounded, and missing, amounted to no more than 133 men. A numerous artillery, with large quantities of shot, shells, military and artillery stores were found in the place. The Dutch, at the peace in 1782, ceded the place and its dependencies to the English, who have retained it ever since.

The watering place is about half a mile up the river, at a large tank entirely commanded by the fort. The watering here would be both troublesome and tedious without the assistance of the natives and their boats. Fresh provisions for present use may be got here, with vegetables and fruit, sufficient for a fleet of ships, and also rice; but fire-wood is a scarce commodity.

COINS.

During the period the Dutch held Negapatam, a coinage took place of four or five lacs of pagodas annually; but this has been discontinued since the English obtained possession of it. As there is no gold coinage in any other place to the southward, nor any regular circulation of rupees, the whole currency of those provinces, exceeding the pagodas that happen to be in use, consists of fanams. Of these every district coins a different sort, and no comparative rate having been established between the star pagodas and those inferior coins, their value fluctuates according to the relative demand, and the coinage of one province is seldom at par in another.

COMMERCE.

The kingdom of Tanjore, of which Negapatam is the principal port, was formerly a place of great foreign and inland trade. It imported cotton from Bombay and Surat, raw and worked silks from Bengal; sugar, spices, &c. from Sumatra, Malacca, and the eastward; gold, horses, elephants, and timber, from Pegu; and various articles of trade from China. The exports of Tanjore were muslins, chintz, handkerchiefs, ginghams, various sorts of long-cloths, and a coarse painted cloth, which last constituted a material article in the investments of the Dutch and Danes, being in great demand for the African, West Indian, and South American markets. The trade has of late years fallen much to decay, in consequence of the revolutions which took place in 1771 and 1776, and the irruption of Hyder in 1781.

A considerable trade is carried on from this part of the Coast with Madras. In the years 1802 to 1806 there was imported into Tanjore, merchandise to the amount of....Sicca Rupees	10,96,791
And during the same period there was merchandise exported	25,90,088
The exports exceeded the imports	14,93,297
During the same period, the quantity of treasure exported from Tanjore, exceeded the quantity imported	1,37,222
Making a balance *in favour* of Tanjore of .....Sicca Rupees	13,56,075

The following are the articles of which the imports and exports consisted in 1805.

Articles of Import in 1805.		*Articles of Export in* 1805.	
Piece-goods	Sicca Rupees 1,03,019	Grain	Sicca Rupees 5,30,331
Indigo	29,834	Liquors	58,137
Beetle-nut	4,198	Fruits	31,492
Grain	4,285	Drugs	16,585
Sundries	37,125	Metals	12,842
		Treasure	34,205
		Sundries	1,43,009
Imports in 1805	Sicca Rupees 1,78,451	Exports in 1805	Sicca Rupees 7,95,601

NAGORE.

About four miles from Negapatam, in latitude 10° 47′ North, are the five white pagodas of Nagore; they are excellent sea-marks for distinguishing the river, which is close to them on the north side, where a great trade is carried on in piece-goods, rice, &c. The river has a bar, on which are eight feet at high water, spring tides. There are several vessels of two or three hundred tons burthen belonging to this place, navigated by natives, who conduct them to the west coast of Sumatra, Acheen, the Straits of Malacca, and other places to the eastward, where they have a constant trade. The anchorage in Nagore Road is about 2½ miles off the entrance of the river, in 5 or 6 fathoms, the five pagodas bearing W. S. W. Nagore was taken and plundered by the French under Lally in 1758.

KARICAL

Is situated in latitude 10° 52′ North, and longitude 80° 8′ East. This settlement, with the places depending on it, belonged to the French, and was granted to them by the King of Tanjore in 1739; and in 1745, a number of villages was added to it. In the wars between the English and French it frequently changed masters. It carries on a great trade in piece-goods and rice. Two rivers, both navigable branches of the Cavery, run through this district, and fertilize the country, which abounds in rice and other provisions.

The fort of Karical stands 300 yards from the sea-side on the northern bank of a river; it is an oblong square completely fortified, but wants space, its internal area, exclusive of the four bastions, not exceeding 100 yards from west to east, and 50 from north to south. The bastions admit only three guns in their faces; but each of the curtains is covered with a ravelin much more spacious than the bastions, and mounting six. A wet ditch runs between the three curtains to the north, west, and south, and their ravelins: but on the east face the ditch surrounds the ravelin likewise. A covered way well pallisaded, and a complete glacis enclose the whole. Karical was besieged by the English under Major Monson in 1760: it surrendered in April, the garrison became prisoners of war, and the property of the inhabitants was respected. Besides small arms and stores, there were taken in the place 155 pieces of cannon of all sorts, and nine mortars, with a large stock of ammunition. At this period the French had acquired, by various purchases and cessions from the Government, districts round the fort containing 113 villages, of which the Customs of the port and town produced about 30,000 pagodas a year. It was surrendered to the French at the peace, but again taken, and is now in the hands of the English. The town is on the north side of the fort separated by an esplanade, and is large, spacious, and well-built.

The marks for anchoring vary according to the monsoon: in the southerly one bring the flag-staff to bear W. S. W. in five or six fathoms; and in the northern monsoon it is to be brought to bear west. By this means the passage becomes easier to boats passing to and from the shore.

TRANQUEBAR, the principal settlement belonging to the Danes in the East Indies, is in latitude 11° North, and longitude 79° 58 East. The town is upwards of two miles in circumference, the streets broad and straight, and the houses very neat, the whole surrounded with a good stone wall, having several bastions well provided with artillery. Before the gate that leads into the country stands a fine citadel. The fort towards the sea is well built, and regular, remarkable for its extraordinary whiteness, being visible at a great distance, and the bastions are supplied with brass cannon. Within the walls of the city there are three Christian churches; one belonging to the Portuguese Jesuits, who were settled here before the Danes. Zion is the church belonging to the inhabitants and garrison. The third is that of the Missionaries, called Jerusalem, and consecrated August 14, 1707. There is also a large mosque for the Mahometans, and several pagodas for the Gentoos within the walls. The district belonging to the town is of considerable extent, full of villages, many of them large and well built, and the principal one is thought to contain as many inhabitants as the town of Daneburgh, and several mosques and pagodas.

Tranquebar was first visited by the Danes in 1616, at which period they found the Portuguese Jesuits settled there, who had built a church, and made a great many converts among the natives. The Danes made an application to the Rajah for permission to settle a factory, and were kindly received. In about five years after, the Rajah entered into an agreement with them for the port, and a certain district round it, which he sold, or rather farmed to them, at the annual rent of 2000 pagodas. In 1621 they built the fort for the defence of the place, and the inhabitants who had settled in the town under its protection. Tranquebar soon changed its appearance, and from being a place of no note, became of considerable importance. In 1699 the Danes being on bad terms with the Rajah of Tanjore, he resolved to dispossess them of Tranquebar; and assembling an army of 30,000 men, began the siege. The Danes applied to the English at Madras for assistance, which was readily granted. The Rajah's forces, after incredible labour and patience, had brought their trenches within pistol-shot of the walls, when the English reinforcements arrived. In a day or two after their arrival, a sortie was made from the garrison, and in a short time the Rajah was compelled to raise the siege, and retire within his own territories, leaving the inhabitants to continue their occupations without molestation. It was again besieged by the Rajah in 1718, but he was unable to make any impression; since which period the Danes continued in undisturbed possession, till hostilities commenced with the English, when it surrendered to them.

COINS, WEIGHTS, AND MEASURES.

Accounts are kept in rix-dollars of 12 fanams, and also in rupees of 8 fanams; the fanam is divided into 80 cash. The rix-dollar is an imaginary coin, and is reckoned 18 per cent. below the Danish current rix-dollar; it is therefore worth about 3s. 2d. sterling.

The coins current are silver rupees, double and single fanams, and copper dudus or cash.

The coinage of rupees is so regulated, that 1302 are worth 600 old Spanish dollars, weighing 43lbs 7oz. 2dwts. troy; the value of the Tranquebar rupee is therefore rather better than 2s. sterling.

Star pagodas pass for 34 fanams, more or less, and Spanish dollars from 19 to 21 fanams.

The maund weighs 75lbs. avoirdupois, being reckoned equal to 68lbs. Danish.

COMMERCE.

The commerce carried on here is but trifling. The ships from Denmark, of which one or two usually came, brought metals, naval stores, wine, &c. Their returns were made in piece-goods. They seldom returned direct from hence to Europe, but proceeded to Serhampore in Bengal to complete their cargoes. The country vessels carry on a trade with the coasts of Pegu, Sumatra, and various places.

COMMERCE WITH MADRAS.

The following is a statement of the merchandise and treasure imported into Tranquebar from Madras and its dependencies in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from Tranquebar to Madras and its dependencies during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

IMPORTS INTO TRANQUEBAR.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	77,587	——	77,587
1803	3,91,680	——	3,91,680
1804	9,54,343	——	9,54,343
1805	9,62,606	——	9,62,606
1806	4,24,905	——	4,24,905
Total.	28,11,121	——	28,11,121

EXPORTS FROM TRANQUEBAR.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1802	2,06,242	——	2,06,242
1803	1,00,678	——	1,00,678
1804	3,35,916	6,08,611	9,44,527
1805	2,55,481	4,72,785	7,28,266
1806	2,07,188	2,44,923	4,52,111
Total.	11,05,505	13,26,319	24,31,824

Articles of Import in 1805.

Piece-goods	Sicca Rupees 8,61,341
Grain	4,819
Hosiery	1,844
Sundries	6,313
Opium	34,775
Sugar	13,846
Liquors	10,943
Spices	12,387
Metals	3,711
Saddlery	1,508
Naval stores	2,048
Sundries	9,071
Imports in 1805	Sicca Rupees 9,62,606

Articles of Export in 1805.

Liquors	Sicca Rupees 1,32,840
Naval stores	64,682
Metals	11,072
Grain	6,593
Piece-goods	13,480
Spices	10,529
Dyes	2,561
Mother o'pearl	3,591
Sundries	10,133
Treasure	4,72,785
Exports in 1805	Sicca Rupees 7,28,266

Value of merchandise imported into Tranquebar from Madras and its dependencies in the years 1802 to 1806, amounted to	Sicca Rupees	28,11,121
Merchandise exported during the same period		11,05,505
Imports exceeded the exports		17,05,616
Amount of treasure exported from Tranquebar during the same period		13,26,319
Balance *against* Tranquebar	Sicca Rupees	30,31,935

RISE AND PROGRESS

OF THE

COMMERCE BETWEEN DENMARK AND THE EAST INDIES.

The Danes were from the most early times distinguished by their martial temper, and addicted to maritime expeditions. The British isles, after being long harassed by their incursions, became for a time a part of their dominions. They had also a large share in the holy wars; but by this martial spirit, and the losses which attended it, the power of Denmark declined. Christiern IV. was the first monarch who applied himself to the promoting commerce and discoveries, and he gave his sanction, about the year 1612, to a number of merchants who had associated themselves at Copenhagen for carrying on a trade with the East Indies. They formed a capital of 250 shares, of 1000 rix-dollars each, and made the necessary preparations for equipping, and sending a squadron to the East Indies, which did not leave Copenhagen till 1615, and arrived on the Coast of Coromandel in 1616, where they were kindly received.

1616. A Dutch factor, named Boschower, being sent to Ceylon to negotiate a treaty of commerce with the King, he was received with much respect, and concluded the treaty, which was confirmed by the Dutch Government at Batavia. He so ingratiated himself with the King, that he became Chief of his Council, commanded his armies, and was created Prince of Mignonne. He prevailed upon the King to send him, with the title of Ambassador, into Europe. His credentials were directed to the States-General; but besides these, he had, in case his application to them should fail, full power to treat with any other European potentate, who should be disposed to assist the King in recovering his dominions from the Portuguese. He sailed from Ceylon May 9th, 1615. On his arrival in Holland, being very coldly received, he proceeded to Copenhagen, where he was treated in a manner more suitable to his pretensions. His propositions were favourably received by the Danish East India Company, who entered into a negotiation with him; and a treaty being concluded, it was ratified and confirmed in the succeeding year by the King, Christiern IV. who granted a man of war, the Elephant, to carry him back to Ceylon: the Company likewise added some of their ships; and the whole squadron was put under the command of a Danish nobleman. They sailed from Copenhagen March 30th, 1619, and anchored at the Cape of Good Hope on the 19th of July in the same year, from whence they proceeded to Ceylon; but meeting with very bad weather, numbers died on the passage, and amongst the rest the Ambassador. On the arrival of the squadron at Trincomalee, advice thereof was sent to the King, who disavowed the treaty. The Danish Commander therefore proceeded for the Coast of Coromandel, when he purchased of the Rajah of Tanjore the port of Tranquebar and a district around it, and left the forces that should have been disembarked at Ceylon, to garrison the fort that was erecting, and on which he bestowed the name of Danebourg. In his return he anchored in Table Bay August 30th, 1621, and arrived safe at Copenhagen early in the following year.

The materials for the history of the Danish East India commerce are very scanty; but it appears that in twenty years, they had opened a trade with the Moluccas, which enabled their Directors at Tranquebar to send home large vessels richly laden, with cargoes well assorted from all parts of India; but in consequence of the wars in which Denmark became involved, the affairs of the Company were deranged, and they were prevented corresponding regularly with their settlement at Tranquebar, which circumstance disabled the colony from sending ships as usual into Europe. This alteration in their affairs was severely felt by them, and at the same time reduced them in the estimation of other Europeans, and diminished their credit with the natives.

1654. The state of the Danish commerce was so reduced, that the Government of Tranquebar are

stated in this year to have made an offer to the Dutch to deliver up the fort to them, on payment of their debts, which offer was rejected.

1661. Walter Schouten, a famous Dutch navigator, who visited Tranquebar at this period, observes, as if it was something remarkable, that there were two Danish ships in the port; and he further remarks, that their flags were but rarely seen in other ports in the Indies, and that they were upon very bad terms with the natives, by whom they were kept in constant alarm, and experienced great losses.

1670. The Danish East India Company gave up their charter, and made over their settlements to the Government, as an indemnification for the sums it had advanced. A new Company was therefore formed. The King, Christiern V. gave them, in ships and effects, to the amount of 310,828 livres; and the adventurers advanced 732,600 livres. This second undertaking being entered upon without sufficient funds, proved more unsuccessful than the former; and after a few voyages, Tranquebar was left to itself.

1684. The Rajah of Tanjore having under various pretences interrupted their communication with the interior, and extorted large sums of money from them, Tranquebar was so reduced, that they are said to have pawned three of the bastions of the fort to the Dutch, for such a sum of money as enabled them to keep the garrison and inhabitants from starving: these, however, were redeemed in the ensuing year.

1698. The Company obtained a new charter, by which they were bound to make certain advances to the royal treasury.

1699. Tranquebar was besieged by the Rajah of Tanjore, and would have been taken, had not the English rendered such assistance, as compelled the natives to raise the siege.

1705. The commerce with India was much reduced at this period. In this year the first missionaries were sent from Denmark. They sailed from Copenhagen the 25th of November, 1705, and arrived at Tranquebar in the beginning of July, 1706. In the course of their mission they met with innumerable obstacles and difficulties, so that but few of the natives were converted to the Christian faith.

1728. The Ostend East India Company having been suppressed, a Dutch merchant, who had been concerned in it, proceeded to Copenhagen, where he applied himself to King Frederick IV. and made proposals of extending the trade to the East Indies. The arguments he made use of induced the King to suffer his scheme to be put in execution; and that it might be done more conveniently, the Danish Company were transferred from Copenhagen to Altona: and in order to induce foreigners to engage in this undertaking, his Danish Majesty granted a new charter, dated in April, 1728, for promoting the commerce of the said Company to the Indies, China, and Bengal, the chief articles of which were these, *viz.*

"The new subscribers shall have an equal share and right with the old members, in all the concessions and privileges granted to the said Company by his present Majesty and his august predecessors; and likewise in all the forts, settlements, revenues, houses, magazines, ships, effects, and, in short, whatever the Company is possessed of at this day, or may acquire in time to come.—The old shares, or actions, which are in number 250, of 1000 rix-dollars each, shall subsist and remain as they are, and shall have the same right as the new shares.—The Directors shall declare and affirm, upon their honour, that all the debts of the Company do not exceed 160,000 rix-dollars in specie.—The United Company are obliged to discharge and pay the said sum, upon condition that the old shares shall have no dividends till 1733; and if the said debts should appear to exceed the said sum, the old shares shall be answerable for the overplus, and the new subscribers shall not be obliged to contribute thereto.—Each new share to be 1000 rix-dollars, payable by certain instalments, and not to be liable to any seizure or stop upon any account whatsoever.—The Directors shall yearly communicate to the subscribers an exact and particular account of the Company's affairs. The

dividend shall be regulated upon the said account in a General Court of the Company by the majority of voices.—The Directors are not allowed to undertake any trade but the commerce in the East Indies upon the Company's account, without the consent of the members thereof, nor lend the Company's money to any person whatsoever: they shall take an oath of exact observation of this article.—All the merchandise which shall be sold at any other place than Copenhagen, shall be paid in the Bank at Hamburgh, to one or more merchants, to be chosen by the subscribers.—The money arising from the new subscription, shall be employed in sending out ships to Tranquebar, Bengal, and China, and for no other use whatever.—A General Court of the Company to be held as soon as possible, to chuse Directors, &c."

As soon as it was generally known that the Danish East India Company were actually upon the point of sending ships to India and China, agreeable to their plan, and the powers vested in them by their charter, the Ministers of Great Britain and Holland at the Court of Denmark, used their utmost endeavours to procure the repeal of the powers granted to the Society; and in consequence of their instructions, they drew up and presented a paper to the Court of Denmark, stating "the injury the transferring the East India Company from Copenhagen to Altona would do to the commerce of their subjects, and that they perceived with concern, that almost at the same instant they were making so great efforts to stop the progress of the Ostend Company, the King of Denmark, their good old friend and ally, was setting up another, equally prejudicial to their subjects; and hoped, from his Majesty's friendship, that as soon as he should be informed of the uneasiness this novelty gave them, he would withdraw the privilege lately granted to the Company, and leave it on the ancient footing as it had always subsisted at Copenhagen."

To this memorial an answer was given, wherein his Danish Majesty insisted that the maritime powers had totally mistaken the point, because it never was the King's intention to erect a new Company, but to transfer that which had subsisted above 110 years, from Copenhagen to Altona; that this appeared clearly from the charter, which granted no new powers to the Company, but barely confirmed the old ones; that the voyages proposed direct for China, could not be esteemed an infraction of treaties, any more than the voyages heretofore made from Tranquebar; that his Danish Majesty was not restrained by any treaty whatever from maintaining and supporting the commerce of his subjects to the Indies, which it was his duty to promote and extend to the utmost of his power; and that, finally, as he did not encourage this commerce with any view of injuring the East India Companies of England and Holland, but purely with a design to benefit his own subjects, he could not discern how this should expose him to the resentment of any other power whatever.—This answer not giving satisfaction to Great Britain and Holland, another memorial was presented in 1729, from which period it does not appear that any further applications were made on the subject. The King of Denmark thought proper, however, to shut up the house at Altona.

The old Company, with a view of removing any objections that might be made in respect to their circumstances, added, that they had many valuable effects, such as the town of Tranquebar, a very important place, with 200 pieces of cannon, besides ammunition, and a yearly income of 10,000 crowns, and also several duties and revenues increasing every year in proportion to the increase of inhabitants; that they had also the Castle of Danebourgh, conveniently situated for trade, and particularly for pearls and diamonds; that they had also Porto Novo on the same coast, and a factory at Chinsurah; two ships with their cargoes now at sea, bound to Tranquebar, and some other ships, factories, &c.

1732. King Christiern VI. gave the Company a new charter, confirming to them, for the term of forty years, the privilege of exclusive trade to all countries beyond the Cape of Good Hope, as far as China, by the name of the Royal Danish Asiatic Company, under the following regulations:—

"The Company and their representatives are empowered to make alliances and treaties with the native Princes in the King's name, and to defend their rights by force of arms; they are confirmed in the

possession of Tranquebar and its territory, with power to erect forts, factories, &c. they maintaining the garrison, and paying the stipulated rent to the Rajah of Tanjore.—The ships and merchandise of the Company shall never be detained or arrested upon any account whatever, either in peace or war.—Their transactions to be entirely free.—All kinds of merchandise and stores required for equipping and victualling their vessels in Denmark or in India are exempted from all duties of customs, excise, and all other taxes upon importation and exportation, whether in Danish or foreign vessels.—The Company's own vessels are exempted from all harbour dues, lastage money, and other charges, except 100 rix-dollars for each ship returned from India.—The directors to give in an attested account of all merchandise imported by them from India, with the amount of their proceeds at the public sale; agreeable to which, there shall be a duty of 1 per cent. on the value of all such merchandise exported to foreign countries, and 2½ per cent. on what are consumed in the Danish dominions.—All India goods exported, to be exempted from the Sound duties, for the first ten years.—All foreigners in the service of the Company to enjoy the privileges of Danish subjects.—As an acknowledgment for the royal favour, the Company are required to carry in each of their ships, outward and homeward, three bales or packages, of a limited size, free of any charge or freight, and the King engages to put them on board without delay or expence to the Company.

The Company, in order to give the partners the liberty of taking more or less concern in their enterprise, divided their capital stock into two parts, called fixed capital, and circulating capital. The former consisted of shares of 250 crowns, and was employed in the purchase of the property of the old Company in Europe and India. The circulating capital consisted of money advanced by the partners, and was, more or less, according to the number of vessels to be loaded and fitted out in the course of the year, so that any partner might decline being concerned in the voyage of any particular vessel; in which case another was at liberty to take the portion so resigned by him, and to share the profit or loss when the account of the voyage should be made up. In order to enlarge the fixed capital, which was considered the Company's main dependence, it was agreed that a tenth part of the produce of the sales, and a rate of 5 per cent. on all goods shipped at Tranquebar, should be constantly added to it, subject to a certain proportion of the charges of trade.—No vessels built in Europe should be sent out to remain in India; but vessels built of Indian timber, might be used for the country trade: if, however, an European ship should lose the proper season of returning to Europe, she should be sent on a trading voyage in India, in order to keep her in employment.—The Company to have five directors, possessing four shares each in the Company's stock, who should have salaries of 500 rix-dollars each; except that in any year in which no vessel sails or arrives, they should have no salary. There should also be five assistant directors, having each two shares, with salaries of 100 rix-dollars each, except as above.—No money to be lent or borrowed without the consent of a general meeting of proprietors.

1744. In this year the Company divided each of their 400 shares into four parts, making 1,600 shares, each of which gave a qualification for a vote in the management of their affairs. The fixed capital continued to increase, and in 1755 the original share of 250 crowns had increased to 1,500 crowns, or, 375 crowns for each of the 1,600 shares.

1753. From the renewal of the Company's charter in 1732 to 1753, they dispatched 28 ships to India, and 32 to China, making in the whole 60 ships. Of these 13 were lost, 20 returned safe from India with valuable cargoes, and 27 from China. About this period a factory was settled on the Nicobar islands.

1764. In the ten years, 1754 to 1764, the Company received 14 ships from India, and 18 from China.

Their sales, in the years 1753 to 1763 inclusive, produced	Rix-dollars	11,015,083
The outfit and cargoes, during the same period, are stated to have cost.....		8,152,108
Leaving a profit in eleven years of.....	Rix-dollars	2,862,975

The dividends were regulated according to the profits made in each year, after setting aside the portion appropriated for the augmentation of the fixed fund, and keeping a sufficient sum in reserve to answer unforeseen exigencies, and consequently they were very irregular.

1772. The Company's charter was renewed for twenty years, under the following regulations:

The trade to China was secured exclusively to the Company; but every subject of Denmark, and even foreigners, were permitted to trade to all the Danish settlements in India, upon condition of employing Danish built ships, to embark upon each vessel to the value of £562 10s. sterling of the national manufactures; to pay the Company 2 per cent. of the value of the cargo upon its going out, and 8 per cent. on its return. Individuals were also allowed to trade from one port of India to another, by paying a duty of entrance of 4 per cent. on the productions of Asia, and 2 per cent. on those of Europe, in all the Danish settlements. The Company was formerly exempt from the duties settled upon all articles employed in the building and victualling of ships; but they are deprived of this exemption, and allowed an indemnity of £2 16s. 3d. per last, and 11s. 3d. for each of the crews of the ships. They are to export upon each of their ships to India £562 10s. of Danish manufactures, and £750 upon each ship to China. The Customs, which were formerly different on the productions of Asia that were consumed in Denmark, or sent to other parts, are made equal; they all pay 2 per cent. without any regard to the place of their destination. The King gave up the practice of placing annually a certain sum in the Company's trade: to indemnify him for this sacrifice, a fixed sum is paid for each ship fitted out. The Company abridged the credit which they had been accustomed to give for goods bought at their sales, and made several improvements in their internal arrangements.

The Company having experienced some inconvenience from the division of their capital into two separate stocks, now united them into one; and they made a further division of their shares, splitting every one into two, which made the number 4,800, which was done for the sake of rendering them more saleable. They also established a factory at Canton, with four factors to transact the business which had hitherto been done by the supracargo of each ship.

1775. At one period the revenues of Tranquebar were sufficient to defray all the expences of Government; but in process of time abuses were introduced, the revenue fell off, and the expences increased, trade languished, and the Company's factors, unable to make the necessary advances to the manufacturers, were obliged to purchase their goods at an advance of from 25 to 30 per cent. In order to remedy this evil, the Company resolved to keep a sum of money employed in India, no part of which should be drawn home for at least ten years, during which the profits made upon it, should be added to the capital. The state of affairs at Tranquebar was soon greatly improved; new regulations produced a more economical management of the revenue; in consequence of which, the Company's stock sold in 1775, at 25 to 30 per cent. above par, while their dividends were about 10 per cent.

Raynal states that during the forty years of the charter of the Danish East India Company,

The expence of their vessels, and the merchandise shipped on them, amounted to	£4,079,738	16	3
That the amount of their returns as sold at the Company's sales, were	7,872,486	7	6
Leaving a profit during the period of forty years, of	£3,792,747	11	3
Of the whole amount of goods imported, Denmark was estimated to consume only	£1,477,094	5	0
And the remainder was exported, which amounted to	6,395,392	2	2

1782. The American war contributed so much to the prosperity of the Danish East India Company, that the actions, or shares, sold in 1782 at 1800 to 1900 rix-dollars, the prime cost having been 500. In that

year the dividends were as high as cent. per cent. on the original purchase-money, and in the subsequent peace they fell to 40 or 50 per cent. and the price sunk in proportion, being only 700 rix-dollars in 1788, and 420 to 440, considerably below par, in 1796. The average gain from 1783 to 1790 was about 9½ per cent. upon the original price, or taking 800 rix-dollars as the medium market price, 6 per cent., a greater profit than any other East India Company has made, and only ascribable to the extensive privileges of the Corporation, the restrictions of foreign importation, and the small competition of capital in the Danish market for the Company's stock.

1784. In this year the Commutation Act took place in England, by which the commerce of foreigners with China was much reduced. Previous to this period, Denmark sent annually several ships to China for teas. The greater part of their cargoes were afterwards smuggled into England, to the injury of the national revenue, and the detriment of the English East India Company's commercial privileges.

The following is a statement of the number of ships laden at Canton in each year for Denmark, from 1767–8 to 1784–5 inclusive, with the quantity of teas laden on board them.

Years.	Ships.	lbs.	Years.	Ships.	lbs.
1767–8	2	3,010,286	1776–7	2	2,487,300
1768–9	1	1,430,874	1777–8	2	2,098,300
1769–70	1	1,449,306	1778–9	1	1,388,400
1770–1	2	2,800,483	1779–80	3	3,983,600
1771–2	no account; estimated at	2,800,483	1780–1	2	2,341,400
1772–3	2	2,999,600	1781–2	3	4,118,500
1773–4	2	2,867,300	1782–3	4	5,477,200
1774–5	2	3,237,300	1783–4	3	3,204,000
1775–6	2	2,833,700	1784–5	4	3,158,000

forming a total of 51,686,032lbs. being on an average of 18 years, 2,871,446lbs. per annum.

1786. The Danish East India Company, though commerce was their only object, were in such distressed circumstances, that they requested the King to accept a surrender of their charter, privileges, and stock, on such terms as he should be pleased to prescribe.

1800. The increased vigilance of the British Government against the smuggling of tea into England, caused a remarkable declension in the prosperity of the Danish trade. The following is a statement of the number of Danish ships laden at Canton, from the passing the Commutation Act in England in 1784, to 1799–1800 inclusive, with the quantities of teas laden on them.

Years.	Ships.	lbs.	Years.	Ships.	lbs.
1785–6	3	4,578,100	1793–4		none.
1786–7	2	2,092,000	1794–5	1	24,670
1787–8	2	2,664,000	1795–6		none.
1788–9	2	2,496,800	1796–7	2	2,504,400
1789–90	1	1,773,000	1797–8	1	1,307,800
1790–1	1	520,700	1798–9	5	2,910,900
1791–2		none	1799–0	3	1,132,266
1792–3	1	852,670	1800–1	4	963,467

forming a total of 22,819,773lbs. being on an average of 16 years, 1,426,236lbs. per annum.

1801. A rupture having taken place between Denmark and England, the settlements of Tranquebar and Serhampore were taken possession of by the British forces, but restored at the peace.

The following is a statement of the commerce carried on between Denmark and the British settlements in the East Indies in the years 1795 to 1806 inclusive; in the seven years, 1795 to 1801, it is that with Bengal only: the other two Presidencies are estimated at one fourth that of Bengal; the remaining five years, 1802 to 1806, include the commerce with the whole of British India.

IMPORTS INTO THE BRITISH SETTLEMENTS.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1795	7,47,666	22,470	7,70,136
1796	5,14,936	——	5,14,936
1797	19,060	66,243	85,303
1798	3,78,073	2,3 ,979	6,15,052
1799	5,07,076	5,09,398	10,16,474
1800	4,46,806	5,75,714	10,22,520
1801	——	——	——
	26,13,617	14,10,804	40,24,421
¼	6,53,404	3,52,701	10,06,105
1802	4,54,645	3,11,175	7,65,820
1803	3,43,594	69,495	4,13,089
1804	5,61,312	2,55,744	8,17,056
1805	1,87,647	6,08,834	7,96,481
1806	2,42,777	——	2,42,777
Total.	50,56,996	30,08,753	80,65,749

EXPORTS FROM THE BRITISH SETTLEMENTS.

Years.	Merchandise.	Treasure.	Total.
	Sicca Rupees.	Sicca Rupees.	Sicca Rupees.
1795	8,13,832	——	8,13,832
1796	17,73,511	——	17,73,511
1797	3,56,572	——	3,56,572
1798	1,11,087	——	1,11,087
1799	9,56,145	——	9,56,145
1800	7,14,825	——	7,14,825
1801	2,955	——	2,955
	47,28,927	——	47,28,927
¼	11,82,232	——	11,82,232
1802	3,36,225	6,300	3,42,525
1803	5,04,519	——	5,04,519
1804	13,01,149	——	13,01,149
1805	6,54,233	——	6,54,233
1806	4,78,153	——	4,78,153
Total.	91,85,438	6,300	91,91,738

From the foregoing statement it appears that the amount of merchandise exported from the British settlements to Denmark in the years 1795 to 1806 inclusive, was ..... Sicca Rupees 91,91,738
Merchandise imported during the same period 50,56,996

Exports exceed the imports 41,34,742
Treasure imported into the British settlements during the same period 30,08,753
Ditto exported from ditto 6,300

30,02,453

Balance *against* Denmark in 12 years ..... Sicca Rupees 71,37,195

which, at 2s. 6d. per rupee, is £892,149 7s. 6d. on an average of twelve years, £74,345 15s. 9d. per ann.

1807. The influence of France rendering it impossible for Denmark, however desirous to be neutral, to preserve its neutrality, and it becoming absolutely necessary for Great Britain to take the most effectual measures to prevent the arms of neutral powers being turned against her; application was made to the Court of Copenhagen to desire the temporary deposit of the Danish fleet in one of the British ports, in trust for the King of Denmark, to be restored with all its equipments in as good a state as when received, as soon as the provisions of a general peace should remove the necessity which occasioned the demand; which not being complied with, a powerful fleet and army were sent to Denmark in August, 1807, which succeeded in obtaining possession of the Danish capital and the fleet. The latter, consisting of 18 sail of the line, 15 frigates, and various small vessels, with their stores, &c. were sent to England, and the capital evacuated. On the arrival of this intelligence, an expedition was fitted out from Madras, which sailed on the 11th of February, 1808, and on the following day arrived off Tranquebar, which capitulated, and was taken possession of by the British troops. Serhampore likewise surrendered to the English forces, and both places continue in their possession.

DEVICOTTA.

This fort is situated on a small island just within the entrance of Coleroon River, in latitude about 11° 22′ North, which has within its bar, water sufficient for large ships. The fort is strong, and built of brick. In 1749 it was in the possession of its lawful master, the Rajah of Tanjore; but the English, under Major Lawrence, determined to make themselves masters of it. It was soon forced, and the garrison obliged to save themselves by flight. The Company had it in contemplation, to form this acquisition into a harbour, and obtained a cession of district from the Rajah; but the project has been long abandoned. In this part are to be seen up the country the four famous pagodas, called the Chalambaram pagodas.

PORTO NOVO

Is situated in latitude 11° 32′ North, and longitude 79° 45′ East. It was formerly a place of considerable trade, where the French and Dutch had factories. Here is a river navigable only for small country vessels. Fresh water is filled out of a tank a little way up this river, but it is brackish, bad, and apt to give the flux. The road of Porto Novo, by being sheltered to the S.E. by the Coleroon Shoal, is by far the smoothest and safest on the Coromandel shore. Here you may anchor in six fathoms, the flagstaff W. ½ N. 2 miles off-shore, and the southernmost of the Chalambaram pagodas S.W.

COINS, WEIGHTS, AND MEASURES.

Accounts are kept in collums of paddy, or in chuckrums. The collum is a measure which is between 70 and 80 quarts, but varies in different parts. The medium price of a collum of paddy is 3½ gold, or 7 silver fanams, about 1s. 4d. sterling; so that 100,000 collums of paddy at the afore-mentioned price, will produce 15,555 Star pagodas 25 fanams.

In the Tanjore country the Star pagoda is valued at 45 Madras, or silver fanams; 1 chuckrum is equal to 20 Madras, or 10 gold fanams; 2 chuckrums and 1 fanam is equal to 1 Porto Novo pagoda.

The Porto Novo pagoda passes current at Madras for 37½ Madras fanams. 100 Porto Novo pagodas are reckoned 83⅓ Star pagodas, and 100 Star pagodas, equal to 120 Porto Novo pagodas. In the Company's accounts the Porto Novo pagoda is reckoned at 36 fanams.

CUDDALORE

Is about three leagues to the northward of Porto Novo, in latitude 11° 43 North, and longitude 79° 50 East. The river is small, shut up by a bar at the entrance, and navigable only by boats. The town extends about three-quarters of a mile from north to south, and about half a mile from east to west. Three of its sides are fortified: that to the sea is for the greater part open; but the river passing between Fort St. David and the town, flows, just before it gains the sea, along the eastern side of the town, of which, whilst it washed the skirts on one hand, it was on the other separated from the sea by a mound of sand, which the surf throws on the shore in most parts of the coast. It is very populous, and a place of some trade. A little above the town stands Trivada pagoda, which forms a citadel to a large pettah, or town. The marks for anchorage are the flagstaff N. W. and Fort St. David N.N.W. off-shore about 1¼ mile.

Fort St. David is about a mile to the northward of Cuddalore. The site and a small district was in 1686 purchased from a Mahratta Prince for £31,000, for the use of the India Company, by Mr. Elihu Yale. The fortifications were gradually strengthened. The place was besieged by the French in 1758: it commenced on the 28th of April, and on the 1st of June the garrison surrendered prisoners of war. The fortifications were totally destroyed; but on the peace the place was restored to us, and quickly recovered its former prosperity. In this district are manufactured dimities, and various descriptions of piece-goods.

COMMERCE WITH MADRAS.

The following is a statement of the merchandise and treasure imported into the Southern Division of the Carnatic from Madras, in the years 1802 to 1806 inclusive; likewise of the merchandise and treasure exported from the Southern Division of the Carnatic to Madras during the same period, together with a list of the articles of which the imports and exports consisted in 1805.

Merchandise imported into the Southern Division of the Carnatic from Madras, in the years 1802 to 1806 inclusive ..... Sicca Rupees	13,13,012
Ditto exported from ditto to ditto during the same period	26,49,453
Exports exceed the imports	13,36,441
The treasure exported to Madras exceeds the quantity imported from thence	2,56,547
Balance *in favour* of the Southern Division of the Carnatic in five years.... Sicca Rupees	10,79,894

which, at 2s. 6d. per rupee, is £134,986 17s. 6d. on an average of five years, £26,997 7s. 6d. per annum.

Articles of Import in 1805.

Piece-goods ..... Sicca Rupees	1,48,992
Grain	1,83,173
Cotton	5,826
Beetle	3,091
Sundries	36,058
Imports in 1805 ..... Sicca Rupees	3,77,140

Articles of Export in 1805.

Piece-goods ..... Sicca Rupees	2,63,192
Indigo	45,711
Timber	5,334
Liquors	13,450
Pepper	4,128
Treasure	1,50,582
Sundries	26,116
Imports in 1805 ..... Sicca Rupees	5,08,513

Piece-goods of various kinds, similar to those of Surat, in point of dimensions, colour, and qualities, are manufactured in the neighbourhood of Cuddalore, and at prices nearly the same as at Surat.

PONDICHERRY

Is situated in latitude 11° 54′ North, and longitude 79° 58′ East. It was the capital of the French settlements in India, and the residence of the Governor-General and superior Council; and before its fortifications and public buildings were destroyed by the English, Pondicherry was by far the largest, strongest, and most beautiful European settlement in the East Indies.

Pondicherry is built in a circular form on the borders of the sea, and strongly fortified. It is divided into two parts, the Black Town and the White Town; the latter spreads along the sea-coast, and is again divided into two parts, the north and south. The tower bearing the flagstaff is in the middle, and separates the two quarters. The Black Town is separated from the White by a ditch running through the whole extent of Pondicherry; it reaches to the ramparts, and contains a population of nearly 80,000 souls, and a cathedral belonging to the Jesuits. The White Town is very inconsiderable. Its length comprehends the whole front of the place on the sea-shore; but its width from the shore to the ditch, which separates it from the Black Town, is not more than 300 toises; this space is filled with handsome houses, but few of them are more than one story high. It contains a parish church, the duty of which is performed by the Capuchins of the French mission.

Pondicherry was first visited by the French in 1674. After their retreat from St.Thomé, they obtained leave of the King of Visiapour to form a settlement there, and soon after permission to erect fortifications. In 1693 the Dutch, desirous of expelling the French, besieged Pondicherry with a numerous army, which, after a long siege, surrendered upon very honourable conditions on the 6th of September, 1693. The Dutch, immediately they were put in possession, began to erect fortifications, which rendered it at that period one of the strongest places in India. On the conclusion of a general peace in 1696, the place was restored to the French, who put it in such a state of defence, as to secure it against any attempts on the part of the Dutch or native powers.

In 1748 Pondicherry was besieged by the English under Admiral Boscawen; but they were compelled to raise the siege, with the loss of a great number of men. In 1760 it was taken by Sir Eyre Coote, after a blockade of nearly six months. Orders from the French Court having been intercepted, directing Lally, the Governor-General, to destroy every maritime place in India belonging to the English, which might fall into their hands, the latter adopted the same resolution; and all the splendid buildings that the bombs and shot had spared, became in a very short time a heap of ruins. Pondicherry was restored at the peace. The French quickly rebuilt the town, and gave superior strength to the fortifications; it was, however, taken by the English in October, 1778, but restored at the conclusion of the peace. In 1793 it again fell under the dominion of the English, in whose possession it still remains.

COINS, WEIGHTS, AND MEASURES.

Coins.—Accounts are kept in pagodas, fanams, and cash; 60 cash making 1 fanam, and 24 fanams 1 pagoda. The coins current are pagodas, rupees, and fanams, also copper cash or dudus, thus divided:

20 dudus 24 fanams	make	1 fanam. 1 pagoda.

There are various kinds of pagodas current here, and are nearly all of the same weight. That of Pondicherry was originally equal in value to the Star pagoda; but its standard has been considerably lowered; it passes for 3½ rupees, though the exchange varies from 350 to 360 rupees per 100 Pondicherry pagodas. The exchange for Spanish dollars is from 210 to 215 rupees per 100 Spanish dollars.

Weights.—Gold and silver are weighed by the seer, pagoda, rupee, and fanam; a seer weighs 28⅛ rupees, 81¼ pagodas, or 73½ fanams; a rupee weight is equal to 30 fanams, or 480 nellos; a pagoda weight is 9 fanams, or 144 nellos; thus 3 rupees are equal in weight to 10 pagodas.

71½ pagodas weigh a French mark, or 3778 English grains, so that the seer contains 4293 grains.

The commercial weights are the candy of 20 maunds, each maund 8 vis. The Pondicherry maund is 25lbs. 14oz. 5dr. avoirdupois.

Measures.—Rice, and all other sorts of grain are sold by the garce of 600 mercals; and 100 mercals are nearly 18 English bushels.

COMMERCE.

The extent of the commerce carried on between France and Pondicherry is enumerated hereafter under the head of the Rise and Progress of the French Commerce with the East Indies. Piece-goods formed the most material article, part of which was supplied from Karical and Yanaon, two small settlements subordinate to Pondicherry on the Coromandel Coast; and the remainder consisted of pepper, indigo, and a few other articles. The coasting or country trade carried on to and from Pondicherry was always trifling, it being principally confined to the English settlements.

RISE AND PROGRESS

OF THE

COMMERCE BETWEEN FRANCE AND THE EAST INDIES.

The riches which the Portuguese drew from the East Indies, in consequence of the discovery of the passage round the Cape of Good Hope, soon induced the French to follow them, in order to partake of the advantages derived from the commerce carried on, and to supply themselves with the spices, silks, and other Eastern commodities, of which they consumed considerable quantities; but they did not embark in it with the spirit and enterprise necessary for the success of so arduous an undertaking.

1537. Francis I. who was desirous to promote the prosperity of his subjects, exhorted them by a proclamation in this year to engage in foreign commerce, and laid before them the advantages that would result from complying with his desires. The proclamation was repeated a few years afterwards. This conduct was imitated by Henry III. who, in an edict, dated the 15th of December, 1578, pressed the same point, but with very little effect, either from want of attention in his subjects, or the inability of the Crown to render that assistance which was considered necessary in such an undertaking.

1601. A society in Bretagne fitted out two ships for the East Indies, in May 1601. They arrived at Madagascar in February following, where they remained till May, and in July they were cast away on the Maldive Islands. Laval, one of the survivors, remained there till 1611.

1604. Gerard Le Roy, a Fleming, who had made voyages to India in the Dutch service, having offered himself as a pilot, in case a French East India Company could be established, such a company was formed under the King's Letters Patent, dated the 1st of June, 1604, by which they had an exclusive trade granted them for fifteen years, on the setting out of their first ship; and they were exempted from the payment of all duties on imports for the first two voyages. This design, however, came to nothing, in consequence of disputes amongst the proprietors, and a want of sufficient capital.

1611. The project of trading to India was again revived, and a new Company erected by letters patent, dated March 2, 1611; but the same difficulties that rendered the former scheme abortive, had a similar effect upon this, so that for four years no attempt was made to carry on the trade.

1615. Two merchants of Rouen, Muisson and Canis, petitioned the King that the privileges granted to this inactive Society, might be transferred to them, offering to fit out ships that very year. This proposal was opposed by those who were interested in the former establishment; whereupon a coalition took place between the two parties, and letters patent were granted, dated the 2d of July, 1615, which were registered in Parliament in September following, allowing them an exclusive privilege of trade for 12 years.

1616. The Company fitted out two ships, under the command of De Nets and Beaulieu. The voyage was in all respects fortunate and well-conducted, though in the end it did not turn to any great account; for the Dutch Government at Batavia published an order, requiring all the subjects of the States-General that were on board those ships, to quit them immediately. The commanders, finding it out of their power to bring both ships home, the one commanded by Beaulieu was therefore sold, and all their goods brought to France on the largest; notwithstanding which unforeseen difficulty, and the great expence incurred in the undertaking, it was managed so prudently as to prove a saving voyage.

1619. The Company having made the necessary preparations for another voyage, and taken all possible precaution for rendering it successful, two ships, under the command of Commodore Beaulieu, sailed from Harfleur, October 2, 1619. The voyage was conducted with skill and address, and a cargo for both

ships procured at Sumatra. One of the ships was afterwards burnt at Bantam, at the instigation of the Dutch, having a cargo on board valued at near £80,000 sterling. The Commodore arrived with the other at Havre de Grace on the 1st of December, 1620. The sale of this cargo, chiefly pepper, which bore a high price in France, defrayed the cost of the voyage, notwithstanding the loss of the other ship and cargo.

The civil war which broke out in France, interrupted the progress of the Company, disabled the members from contributing the funds necessary to its support, and diverted the attention of the Government, without which it could not subsist. Upon which, some private traders in Normandy endeavoured to avail themselves of the Company's charter, from whence sprung the original design of forming a settlement on the Island of Madagascar.

1633. The privileges granted to the Company being expired, some merchants of Dieppe sent some vessels to Madagascar and India, which made profitable voyages; but their trade was very limited.

1642. Cardinal Richlieu, desirous of reviving the commerce with India, obtained a patent, dated the 24th of June, 1642, for a new Company (being the third) of twenty-four persons, with the exclusive trade of all the countries beyond the Cape of Good Hope, for ten years. These privileges were confirmed September 20, 1643. All these it quietly enjoyed for ten years, during which period they sent every year a vessel to Madagascar; so that though the name of an East India Company was kept up, yet they were possessed of no trade, but contented themselves with fruitless attempts to settle a colony on Madagascar, in the hope that it might be the means of rendering their future commerce with India more secure and advantageous.

1652. The Company, notwithstanding the languishing state of their concerns, obtained a patent for a renewal of their privileges for fifteen years from December, 1652. Soon after the Duke de la Meilleray, Master of the Ordnance, succeeded in getting possession of the Company's forts on Madagascar, but found them not worth keeping. At his death, his interest in the island was sold for 20,000 livres. By this transaction the Company became insolvent, and the Duke's property was all lost.

1660. Some merchants of Rouen obtained a patent for an exclusive trade with China, Tonquin, Cochin-China, and the neighbouring islands; but they had scarcely begun to make the necessary preparations for carrying their privileges into effect, when they were absorbed by the new Company of the Indies.

1664. The famous Colbert, Minister of Louis XIV. conceived the design of reviving the French East India Company, notwithstanding the misfortunes which had disappointed the hopes of his predecessors. In August, 1664, an edict was issued, containing forty-seven articles. Their import, among other things, was—That the Company should be formed of His Majesty's subjects, even of the Nobles, without any dread of derogating from their nobility.—That each share could not be less than 1,000 livres, nor the augmentations under 500.—That strangers of any Prince or State whatsoever, might be incorporated with the Company; and that those who should have in it 20,000 livres, should be reputed denizens, and in that respect should enjoy all the privileges of real subjects.—That a chamber of general direction should be established, composed of twenty-one directors; whereof twelve should be of the City of Paris, and nine others of the provinces; and that the said chamber might establish particular ones when and where it should judge proper.—That His Majesty empowered the Company to navigate solely, exclusive of his other subjects, in all the Indian seas, east and south, during the term of fifty years.—That it should have for ever the possession of the Island of St. Lawrence, or Madagascar, and of all the other lands, places, and isles it might conquer from the enemy and the natives, to enjoy them in all property, seigneury, and justice, without reserving any thing therein, but sole fealty and liege-homage, with the duty, rent, or service of a crown and sceptre of gold, weighing 100 marks, upon each demise of a King: granting him also the power of nominating and establishing all officers, military and civil; though the

Company might have it in its power to nominate ambassadors in His Majesty's name to the Indian Kings and Princes, and make treaties with them.—That the Company might send the specie in gold or silver it should have occasion for in its commerce, notwithstanding the prohibitions enacted by the laws and ordinances of the kingdom; and this by a particular permission, and a writing granted in its favour.—That His Majesty should advance, or defray out of his own revenues, the fifth part of the expence necessary for the three first equipments, for which he was not to be reimbursed till the expiration of the first ten years, and without interest; and in case it should be found, by a general account, that the Company had sustained a loss in its capital, the loss should devolve upon the sum advanced by His Majesty.—That the Indian merchandises consumed in France should pay but the half of the duties regulated by the tariffs; and that those designed for other countries, and the exempted provinces, either by sea or land, should pay no duties on importation or exportation; as also the timber and other necessary articles for the building and fitting out of the Company's ships.—And, lastly, that His Majesty should pay the Company 50 livres per ton for the merchandise its ships should carry into the countries of its concession, and 75 livres for those brought back and discharged in the kingdom.—His Majesty also granted the Company a seal, having for a legend, "*Ludovici XIV. Franciæ et Navarræ Regis Sigillum, Usum supremi Consilii Galliæ Orientalis;*" and for arms, an azure globe and fleur-de-luce of gold, with this inscription, "*Florebo quocumque ferar;*" the supporters being two figures, one representing Peace, and the other Plenty.

1665. The Island of Madagascar being considered of great importance by the French, it was determined that an effectual settlement should be formed, and a code of regulations was drawn up for the colony, which attracted the public approbation. Numbers of persons offered themselves to go over and settle there. Accordingly on March 7, 1665, four large ships, equipped both for war and trade, sailed from Brest, and arrived safely at Madagascar on the 10th of July following; the name of which they changed to Isle Dauphine, in honour of the heir apparent to the crown of France.

1666. The King, by a declaration in June, 1666, granted the Company permission to make establishments at Port Louis for their magazines, and at places along the rivers Hennelon and Ponscot, for dock-yards, fit for the building of their ships. They had also granted them all void and waste places belonging to the King in the places above mentioned. It is from this grant that Port L'Orient was formed, which the Company possessed to the period of their exclusive trade being abolished.

1668. Hitherto the Company seem to have confined themselves to the Isle Dauphine; and the advantages they began to draw from thence, gave them great expectations for the future. Two foreigners, who offered them their services, induced them to carry their views farther. The first was a Dutchman, named Carron, who had been president of the commerce of that nation at Japan, and who, from discontent, had retired into France. The other was Marcara Avanchinz, a native of Persia, who had spent a great part of his life in the East Indies, in the quality of a merchant. The first was engaged to form settlements for the Company in the Indies and Japan, in 1666; in the same year, Marcara, the Persian, set sail, in order to co-operate with him in the same cause, being invested with the title of Counsellor to the Council of the Isle Dauphine, and Director of all the Factories of the Company in the Indies, Persia, and the country of the South. They proceeded to the Isle Dauphine, from whence they departed on the 15th of October, 1667, in order to settle the first factory of the Company in the city of Surat. They anchored at Cochin on the 24th of December, where they were kindly received by the Dutch; from thence they proceeded to Surat, where they arrived February 13, 1668, and reported they were to be followed with large consignments; but those not appearing, the native merchants at Surat conceived a contempt of the French agents, who shortly after returned to the Isle Dauphine.

1669. The French obtained a phirmaund from the King of Golcondah, dated December 5, 1669, granting permission to settle a factory at Mausulipatam, and to negotiate through all his dominions for

ever, without paying any duties, either inwards or outwards, for the King's ships, or for those of the Company. A factory was therefore established, and the commerce carried on with zeal and diligence. They also obtained permission to form factories at Bantam and Siam, and commenced a trade with Cochin China.

1670. The advantages procured from the Coast of Golcondah were the more valuable, as the East India Company began to perceive that but little profit was to be expected from the Isle of Dauphine: every thing was ill-managed in that island by the Directors and Council, and the Company's funds embezzled; for which the King, by an arret of the 1st of April, 1669, ordained a rigorous enquiry to be made. His Majesty, having taken upon himself the losses which the Company should sustain in the first ten years of this enterprise, was in a particular manner interested in repressing those abuses. He determined to take back the sovereignty of the island, which he had yielded in perpetuity to the Company. This change was decided by an arret, dated November 12, 1670. The Company therefore transferred the Sovereign Council from the Isle of Dauphine to Surat, to the members of which full powers were given, both in civil and criminal cases, by letters patent in the month of January, 1671.

1672. A considerable armament was sent out under De la Haye, consisting of twelve large ships, having 2,000 troops on board, (great part of whom died at Madagascar), with a view of taking possession of Ceylon, and other places belonging to the Dutch in India. They established themselves at Trincomalee, from which the Dutch force found it difficult to remove them. From thence they sailed to the Coromandel Coast, and unexpectedly landed 300 men and some cannon at St. Thomé, which they took by storm in July, 1672, and resisted the numerous forces of the natives, who could not expel them. The Dutch having sent a considerable force against it, it surrendered to them on the 26th of August, 1674, on condition that the garrison should be transported to Europe, and the place ceded to the King of Golcondah; whereupon the French obtained permission to form a factory at Pondicherry, which afterwards became their principal settlement.

1675. The affairs of the Company being in a state of embarrassment, a general Court of the Proprietors was called at Paris, before whom a true state of their concerns was laid, and a report thereon made to the King, who issued a declaration, dated September 13, 1675, importing that a dividend of 10 per cent. should be paid to such of the proprietors as had completed their payments; that with respect to those who had not completed theirs, they should have to the 1st of July, 1676; and upon completing their payments, should have a discount of 10 per cent.; that the capitals of such as neglected to complete their subscriptions, should be forfeited for the use of the Company; and, lastly, that whereas, through the losses and discouragements to which all new undertakings are liable, the East India Company had incurred a debt of 4,000,000 livres, His Majesty forgave freely and for ever the said sum advanced for their service. This extraordinary generosity of the Crown was followed in the ensuing year by the freeing the merchandise bought at their sales, from all duties inward and outward, except those transported to Lyons, and even those were to pay only a fourth of the usual duties upon entry, and those of the custom-house belonging to that city. Such was the situation, and such the benefits bestowed upon this Company by the French Government in the first ten years of its existence.

1681. The Company's funds being still inadequate to the prosecution of the trade, some private merchants expressed their willingness to embark their fortunes in it, provided they might obtain licences; and the Company having signified to the King that it might prove beneficial to them, if they had a power to grant such indulgences, His Majesty granted permission to private traders to engage in this commerce upon the following conditions:—That they should transport themselves and their effects on board the Company's ships, both outward and homeward; that they should pay their freight and passage before their departure; that the goods they brought home, precious stones only excepted, should be exposed at the Company's sales, and sold with theirs, paying them a duty of five per cent. and their produce fairly

accounted for; that these licences should be in force for five years only; and that if they should be found prejudicial to the affairs of the Company, the directors might abridge or cancel them at their pleasure. The public came so eagerly into this proposal, that the directors entertained great hopes of deriving considerable benefit from it; but the proprietors, jealous of the profits made by the free traders, in two years' time obtained a repeal of this regulation, and their charter remained in full force.

1684. With a view of supporting their monopoly, and restoring their credit, the Company obtained permission from the King, to new model their Government, by putting the whole management of their concerns into the hands of twelve directors, who were each of them to pay 30,000 livres upon the forfeited actions, and to be allowed reasonable salaries. And it was resolved, that all who had not made their payments, should forfeit their shares to the Company, with a proviso that if in two years they made good their payments, they should enter into their former rights, and have all their actions restored. This regulation was confirmed by a royal edict, dated in February, 1685. In the ensuing year, with a view of increasing the funds of the Company, eight more directors were added, who were to make up the stock they held 60,000 livres each. These sums brought such a supply to the Company's cash, that hopes were entertained that, after so many disappointments, they would be put upon a solid foundation.

1687. The East India Company importing considerable quantities of gold and silver brocades and painted cottons, which were in great esteem in France, and met a ready sale, the manufacturers set up a general clamour, stating, that unless a stop was immediately put to the importation of these silks and cottons, they should be all ruined. Whereupon an edict was published, dated January 27, 1687, by which this branch of commerce was prohibited, and it was with considerable difficulty that the Company obtained permission to dispose of those they had on hand, and expected by the next ships.

Soon after the above edict, another came out, prohibiting the sale of piece-goods to foreigners, upon a supposition, that if they could not purchase Indian manufactures, they must purchase those of France. A high duty was also laid upon raw silk, of which the Company imported at this period considerable quantities. From these circumstances, the Company's affairs assumed a more gloomy aspect than before.

1693. The war which broke out between the maritime powers in Europe, deeply affected the whole commerce of France, more particularly that of their East India Company, which was already scarcely able to support itself. The Dutch landed a considerable quantity of arms and stores from a fleet of nineteen ships, to attack Pondicherry, and which they invested. It surrendered to them on honourable conditions, on the 6th of September, 1693. This event put an end to the Company's authority and influence on the Coast of Coromandel. The Dutch, on obtaining possession, raised new walls, and increased the fortifications.

1696. Upon the conclusion of a general peace, Pondicherry was restored to the French, with all its new fortifications, upon payment of £5,000 to the Dutch Government for the expences incurred. As soon as the news of the surrender arrived in France, the East India Company received orders from the Government to put the place into such a condition as to secure it against any future attempts upon it.

1698. The Directors, notwithstanding the unfortunate condition of their affairs, resolved to use their utmost efforts to resume their trade as a Company; but were unable to bring about what they desired: they therefore accepted a proposal for carrying on a trade to China, by a private person under the authority of the Company. This was effected by granting a licence, which was confirmed by the Crown, to M. Jourdan, a rich merchant, who fitted out a large ship, called the Amphitrite, for that voyage. She sailed in March, 1698, and returned safe to France on the 3d of August, 1700, very richly laden.

1701. The success of the Amphitrite's voyage encouraged M. Jourdan and those who were concerned with him, to fit out the same ship again, which they did in the Spring of the year, and she returned in

the month of September, 1703, equally successful as on the former voyage, though she narrowly escaped shipwreck on her falling down Canton River to proceed on her homeward-bound passage.

The Company petitioned the King in the beginning of this year, stating they were under such difficulties, that without his Majesty's assistance, their trade and establishments must be abandoned. Louis XIV. therefore lent them 850,000 livres, upon condition that the Directors advanced each 40,000 livres, and the proprietors 50 per cent. upon their respective capitals. With this condition the Directors complied, but the Proprietors absolutely refused. Their refusal occasioned a tedious dispute, which lasted till 1704, when the Court decided by an arret, that the Proprietors should receive the profits, and be liable to the debts of the Company, in proportion to their respective interests in its capital; that a general state of their affairs should be immediately laid before them; and that a committee of five should be chosen out of their own body, without whose consent the Directors should be restrained from borrowing.

1708. It does not appear that the foregoing regulations had any good effect; for in this year the Company became in a manner absolutely bankrupts; so that the King by an arret staid all prosecutions at law against them for debt; and, that the trade to India might not entirely cease, granted the Company permission to enter into a treaty to lease out their privileges upon the best terms they could, to any private persons who should be inclined to contract with them. In pursuance of this plan, they granted leave to M. Croizat to fit out two ships in the name of the East India Company, upon condition that he paid them 15 per cent. upon all goods imported under this privilege, and 2 per cent. upon all the prizes they should make beyond the line; with a farther reservation that the Company might be at liberty to bring home on board his ships, ten tons of whatever commodities they pleased, without payment of freight.

1712. The Company entered into a treaty with some private traders at St. Maloes, by which they yielded up to them all their privileges.

By an arret, dated in February, 1712, a new Company was established for trading to China, unconnected with the East India Company, or with those private merchants who traded to India; and their privileges were granted for a period of fifty years; but they only sent two ships to China previous to their being incorporated with the Company of the West, in 1719.

1714. The East India Company's privileges being nearly at an end, the directors represented to the King that, in order to put them in a condition of paying the debts which they had contracted to support the trade, they most humbly prayed him to extend their privileges ten years longer. His Majesty granted their request, with this restriction only—That the tenth of all prizes taken by the Company's ships, or those of their associates, beyond the line, should henceforward belong to the High Admiral of France. This arret, which is dated the 29th of September, 1714, renewed the prohibition against importing into France any printed cottons or stuffs, of silk unmixed, of silk and cotton mixed with gold and silver, of bark of trees, and unwrought silk, even under pretext of exporting them abroad. This application for an extension of their exclusive trade, does not appear to have been with a design to make use of it themselves, but to enable others to carry it on, and to draw some advantage from their advances and gains.

1717. In the month of August, the Government of France established the Company of the West, better known by the name of the Mississippi Company, and conferred upon them for twenty-five years the exclusive trade and property of Louisiana, together with the beaver trade of Canada; the Canada Company being on this occasion incorporated with the new one.

1719. At this period, besides the East India Company and the Company of the West, there were two others in France, that of China and that of Senegal. As these separate Companies had had no success, it was believed that as their trade extended to the four quarters of the world, a general Company, which should have an equal privilege with all the others, and should act on the same principles, would succeed much

better, and procure greater advantages to the kingdom. In 1718 the Senegal Company was united to that of the West; and in May, 1719, the East India Company and that of China likewise: the whole assumed the name of "The Company of the Indies." In the preamble to the edict we have a succinct history of the East India Company, and the transactions upon which this union was built. It is therein stated—

"The Company of the East Indies, as established in August, 1669, instead of employing for the aggrandizement of trade, the exclusive privilege which had been granted them for fifty years, and the repeated succours in money and ships given them by the late King, after having contracted debts both in France and the Indies, have totally abandoned their navigation, and have resolved to yield their privilege to private merchants upon payment of 10 per cent. on the product of their sales in France, and 5 per cent. on prizes, and retaining 50 livres per ton on goods exported, and 75 livres per ton on goods imported, which had been granted them by way of gratification. We are sensible that their want of success has not at all been owing to the nature of this trade, but to their bad management; and that this Company, like those of neighbouring States, might have rendered this commerce of advantage both to the proprietors and the nation. This enterprise had been formed with a capital insufficient to carry it on. The Directors have destroyed one part of those funds by too hasty dividends, at a time when there were no profits; and to supply these deficiencies, they had borrowed money upon the places at excessive interest, even to 10 per cent. and at other times had borrowed money on bottomry, at the rate of 5 per cent. per month; so that the profits of the trade were exhausted, and below the charge they were at in carrying it on. Nevertheless, notwithstanding this bad management, the late King, always continuing the protection he had granted to this Company, and with a view to put them into condition of paying their debts, has granted by the declaration of 1714, the continuation of their privilege for ten years, to commence from the 1st of April, 1715. But instead of fulfilling so laudable an object, the Indians have laid before us repeated complaints, that the Company paid them neither principal nor interest; and that for more than sixteen years past, they had not sent one ship to Surat. Thus this commerce languishing for several years, began to be entirely ruined, if care had not been taken; because those private merchants who had purchased the privilege from the Company, being charged with the payment of 10 per cent. to them, could not carry on this trade in concurrence with foreigners; and, moreover, for fear of having their ships seized for the Company's debts, they durst not send their ships to Surat, a principal city of the Mogul's country, from whence they had their cotton wool and cotton thread, and almost all the drugs and spices of India and Arabia; so that our subjects are obliged to bring from other countries the most part of the goods of the Indies consumed in the nation, and those proper for the trade of Guinea and Senegal, which they bought at treble the value, and so were for ever deprived of the advantage of buying these sorts of merchandises in the kingdom.

"We have also been informed that the separate Company of China, established by an arret, November 28, 1712, and which formerly had been included in the grant of the said Company of the Indies, have made no use of the exclusive privilege which had been given them, and that this Company is in still greater disorder, if possible, than that of the Indies. We should think ourselves wanting to the duties which we owe to ourselves and our subjects, in suffering such disorder any longer to subsist in one of the most considerable branches of traffic in our kingdom; and we are also of opinion that it is for the advantage and good of our State, to re-establish and advance the French trade in the Indies, and to preserve the honour of the nation, in paying those people their debts contracted by the Company. For this effect we have resolved to suppress the privileges granted to the Companies of the Indies and China, and to unite them to that of the West. The establishment of this Company settled some years ago, the protection which we have given them, their prudent management, the credit which they have acquired, the considerable funds which they will possess by the unanimous conjunction of these different Companies; all these and many other advantages cause us to believe that we could not trust the trade of the Indies and of China to better hands. Moreover, by this means, and by the union made between this Company and that of the West and

Senegal, we unite in one sole Company the trade carried on to the four quarters of the world. We have therefore by this edict ordained, that the privileges granted to the Company of the Indies, and to that of China, shall remain extinct, revoked, and suppressed.—We have granted, and do grant to the Company of the West, the sole privilege, exclusive of all our other subjects, to trade from the Cape of Good Hope, in and through all the seas of the East Indies, Isles of Madagascar, Bourbon, and France, Coast of Sofala, in Africa, the Red Sea, Persia, Siam, China, and Japan, as also from the Straits of Magellan and Le Maire, into all the Soush Seas.—We prohibit all others, our subjects, to carry on any manner of trade in the said places, on pain of confiscation, for our use, of the ships, arms, stores, and merchandises.—We give and yield to the Company of the West, in absolute property, the lands, isles, forts, habitations, magazines, moveables, immoveables, rents, ships, barks, warlike stores, provisions, negroes, beasts, merchandises, and, in general, all that the Company of the East Indies, and that of China, have acquired or conquered, or which has been yielded to them, as well in France as in the Indies and in China, on condition of making payment as well to the French as Indians, all lawful debts of the Companies of the East Indies and of China.—To enable the Company of the West to satisfy the creditors of that of the East, as well in France as in the Indies, and for the future to carry their commerce to all the extent it ought to have, a thing which cannot be done but by the help of considerable funds, we have permitted, and permit them to make 25,000,000 of new actions, which cannot be bought except for ready money only, and on payment to the Cashier of the said Company of the West 550 livres for each action, the which shall be of the same nature with the 100,000,000 of the Company of the West; and in consideration of 10 per cent. which the buyer shall pay above the par, we will that they enjoy the same advantages with the other actions.—We permit the Company to import from the countries in their charter, all sorts of stuffs of silk and cotton, mixed with gold and silver, of bark of trees, cotton, dyed, painted, and striped. Our will is, that the said merchandises prohibited in the kingdom shall not be sold, but under express condition of their being exported to parts beyond seas.—The said Company may also import from the countries in their charter, all sorts of white cottons, raw silks, coffee, drugs, spiceries, metals, and others, excepting those prohibited in the preceding article, on paying the duties presently paid by the Company of the Indies, according and conformable to the edicts, declarations, arrets, and regulations.—We will that the Company of the West be henceforth named and entitled, "The Company of the Indies," and that they bear the same arms which the Company of the West have used heretofore.—We maintain and confirm the said Company in all rights and privileges to them granted by the edicts of 1664 and 1685, and other declarations made in favour of their commerce, without exception, as if they had been renewed by these presents, in manner as the Company of the Indies enjoys them; excepting such as have been revoked or explained, and without prejudice to the rights of the Admiral of France, which he has, or ought to enjoy, conformable to the declaration of September 3, 1712, and the regulations made in consequence thereof."

In order to render the capital of the Company adequate to the vast extent of their commercial enterprises, they were empowered to raise 25 millions of capital stock; but such an eagerness appeared of subscribing to this Company, that instead of 25 millions, the subscription amounted to 50 millions, a circumstance which induced the French Government to issue an edict, by which they should take off four times the number of old actions to be entitled to the new; so that, in order to purchase 5,000 livres of the new actions, the subscribers were obliged to take 20,000 livres of the old ones. The great end proposed was to find the means of calling in and suppressing that immense quantity of paper money which was such a burden on the state; and to this end, annuities to the value of 25,000,000 livres were created; but this not answering that intention, the new Company of the Indies offered their assistance, and undertook to discharge them at the rate of 50 millions in every month, so that the whole load of this paper, which amounted in the whole to near 60 millions sterling, was to be extinguished by the end of July,

1721. In consideration of the zeal manifested by the Company in this proposal, the King, by an arret in July, 1720, was pleased to change the terms on which they held their privileges, and to declare them perpetual; and thus this Company acquired the title of "The Perpetual Company of the Indies," with all the privileges of the other four companies confirmed to them for ever. It was soon after settled and declared that, in consequence of the annuities granted and assigned to the Company from the Crown, they should be able to divide annually the sum of 10 per cent. which should be paid punctually for ever. The Directors were to be at full liberty to export and import what they thought proper, without being accountable annually to their constituents, because the dividends were to be regular and certain; and they were to be so managed, that the deficiencies of one year might be made up with the profits of another. Such was the infatuation that people of all ranks, foreigners as well as natives, sold off their property of every kind, in order to participate in the surprising advantages expected from the various operations of the Company of the Indies. Stock rose every day, and at one period exceeded 1000 per cent.; and Paris was glutted with real money, the greater part of which was brought in from foreign countries.

1720. In February, the management of the Royal Bank of France was transferred to the Company of the Indies. From this period may be dated the downfal of the system. The quantity of paper thrown into circulation lowered its credit, together with that of the Company's stock. In order to support the system, it was decreed that the value of the coin should be raised, and that the bank-bills should be reduced to half their value, and the shares from 9000 to 5000 livres. This mode of reducing the disproportion between the paper currency and the coin was, perhaps, the least unreasonable that could have been adopted in the desperate situation of affairs at that period; it, however, threw the whole country into misery and confusion. All were anxious to rescue what little they could from the general wreck; many families, who had long flourished in affluence, were utterly ruined; and the splendid vision of re-establishing public credit vanished.

The Company's stock, at the termination of their career, consisted of 600,000 shares of 500 livres each, which entitled the proprietors to annuities of 80 livres per share, proceeding from interest of Government paper-loans, &c. These 600,000 shares, representing 300,000,000 livres, probably cost those who were actual stock-holders at the time of the stoppage, near 300,000,000 livres. There originally belonged to the King 100,000 shares, and a like number had been reserved by the Company, all of which had been sold at exorbitant profits.

In this year the Company established a factory at Mocha, for securing to themselves a regular supply of coffee, and with a view of participating in the trade of the Red Sea.

1721. On the 26th of January an office was created, to which the holders of the Company's shares, and Government securities of all kinds were to be submitted, and their validity afterwards discussed. The result of this inspection was that the bank-notes which had been circulated, amounted to £112,350,000 sterling: of these £29,471,977 10s. were ordered to be burnt, without any compensation. The stockholders were condemned to a restitution of £7,808,912 10s. 10d.: and various other modes were contrived to lessen the national debt, which at the death of Louis XIV. amounted to near £100,000,000 sterling, but which was now reduced to less than one-fifth of that amount. The Company's shares were reduced to 56,000; but it does not appear that any compensation was ever made to the immense mass of stockholders whose property was thus annihilated.

The Directors fitted out three ships for India towards the end of the year 1720, which, besides carrying a large cargo of European commodities and manufactures, had on board a great quantity of silver in specie and bullion. This measure raised the credit of the Company, and augmented the value of their actions. The Directors likewise ordered improvements to be made, and magazines to be erected at L'Orient. The arrival of these ships in India, and the accounts of the changes of the Company's affairs

in Europe, astonished their servants, more particularly as they came backed with assurances of a regular correspondence in future. They therefore began to discharge the most pressing of the demands upon them, and to provide suitable returns with the remainder.

1723. In the course of 1721 and 1722 the Company were not in a condition to send a single cargo to India. This interruption of their commerce excited the raillery of all Europe. In 1723 two ships were fitted out for Pondicherry; and though their cargoes were not very valuable, the Directors of the several factories, and the people employed under them, were regularly paid, and the debts of the old Company were finally extinguished.

Notwithstanding the French commerce was in so reduced a state, Pondicherry was strengthened by new fortifications; in consequence of which the inhabitants increased considerably. The walls, which were now begun on a design to enclose the town within them, were to be completed, in part, at the expence of the Company, and the remainder at that of the inhabitants. About this period the French obtained possession of Mahe, on the Coast of Malabar.

1725. In the month of June, Louis XV. being come of age, confirmed to the Company for ever their privilege of exclusive trade in slaves, gold-dust, &c. from Cape Blanco, along the Coast of Africa, to the Cape of Good Hope, and the sole trade of every kind from the Cape eastward to Cape Horn in South America, including all the coasts and islands of the Indian and Pacific Oceans. The King also made many regulations respecting their concerns, and gave them a discharge of all demands which might be made upon them by the Bank. He also caused to be cancelled many old and intricate accounts, and ordered all papers and accounts belonging to the Company, and not relating to commerce, to be burnt. It was only after the Company of the Indies were delivered, though with the loss of almost the whole of their capital, from all matters of finance, that they could be truly considered as a commercial Company.

1734. Notwithstanding the serious difficulties the Company of the Indies had been involved in, they were enabled to send out two or three ships annually for several years. Their number afterwards increased; and the East India trade had by this time so greatly improved, that fourteen ships were sent out the preceding year, whereof twelve arrived in August, 1734, from the East Indies and China, and they were enabled to put up to sale the following East India merchandise:

5,334,712 lbs. coffee, tea, drugs, &c.	5,000 fans.
387,820 pieces of calico, stuffs, &c.	2,124 sheets of paper, painted.
4,284 packets of canes.	28,000 fish and counters.
500 ditto Malacca ditto.	1,992 cabarets of varnish.
71 pieces Cossimbuzar handkerchiefs.	55 chests of China-ware.
39 ditto painted ditto for samples.	189 rolls ditto.

besides numerous small articles, the particulars of which are not enumerated.

In this year the Company, being desirous of extending their commerce, sent a mission to the Court of Persia, which, after experiencing many difficulties, obtained permission to establish a factory at Bussorah; but the trade carried on was but of trifling extent.

M. Dumas, the Governor of Pondicherry, obtained permission of the Mogul to coin money in the Fort, and from 50 to 60 lacs of rupees were annually struck for several years, by which the Company derived an annual gain of near 4,00,000 rupees.

1738. The French obtained possession of Karical, which was confirmed to them by a grant from the King of Tanjore, dated the 20th of February, 1739, and the inhabitants of the district were ordered to acknowledge and obey the French as their lawful Sovereign. The revenue arising therefrom, comprehending the farm of tobacco and betel, with the duty on imports, amounted to about 10,000 pagodas.

1740. The Great Mogul having been dethroned by Thomas Koli Khan, the Viceroys of the different provinces began to erect kingdoms for themselves. The Nabob of Arcot assembled a large army, and reduced several of the neighbouring Princes; but the Mahrattas declaring themselves against him, he was, in action with them in 1739, defeated, and killed. His wife and family took refuge at Pondicherry, where they were kindly treated. At this time the fortifications were in such reputation among a people who had never before seen any thing equal to them, that the principal natives sent their wives, children, and treasure, to remain there during the war. The Mahrattas demanded them, and threatened to besiege Pondicherry; they continued in the field till April, 1741, and having plundered every place within their reach, and tried, without success, what threats would do with the French, they accepted a small present, and retired. Thus ended this war, which strongly recommended the French to the favour of the reigning Mogul and his Ministers, who sent the French Governor, Dumas, a vest of honour. The son of the deceased Nabob came to Pondicherry, and made a cession to M. Dumas personally of three districts, to the value of near £100,000 sterling per annum, which was confirmed by the Mogul's letter patent, who also declared M. Dumas a Nabob, being the first honour of that kind ever conferred upon an European in India, and gave him the command of 4,500 horse. On the arrival of M. Dupleix, who succeeded to the Government in 1741, these testimonies were transferred to him; and having received considerable reinforcements in men and money from the French islands, he began to entertain an idea, in the event of a war, of expelling the English from all their settlements on the Coast of Coromandel.

1742. The following is an account of the number of ships which sailed from Pondicherry to France in the years 1727–8 to 1741–2 inclusive, and the prime cost of their cargoes:

Years.	Ships.	Pagodas.	Years.	Ships.	Pagodas.
1727–8	3	2,48,265	1735–6	3	2,23,484
1728–9	3	2,03,320	1736–7	5	3,51,691
1729–30	3	2,48,083	1737–8	5	5,22,315
1730–1	4	6,00,711	1738–9	5	5,86,156
1731–2	4	3,02,006	1739–40	4	4,85,732
1732–3	4	2,60,640	1740–1	4	5,55,643
1733–4	4	3,92,987	1741–2	7	9,54,376
1734–5	4	3,75,341			

1744. War was declared between Great Britain and France in March, but neither party took any public notice of the situation of their affairs in the East Indies; however, the French East India Company offered the English a neutrality in the East Indies, which was rejected. Immediately on the declaration of war, the English Company made application to the Admiralty for a squadron for the protection of their trade and settlements. Accordingly a fleet of four ships, under the command of Commodore Barnet, sailed from Portsmouth on the 5th of May; this squadron did not proceed immediately to the English settlements, but cruised, in two divisions, in the Straits of Sunda and Malacca, to intercept the homeward-bound French China ships. On the 25th of January, 1745, they captured the Dauphin, Hercules, and Jason, each about 700 tons and 30 guns, very deeply and richly laden, chiefly with tea, China-ware, silks, &c. The other division took a large privateer and a French ship from Manilla, richly laden. They then proceeded to the Coromandel Coast, where they arrived in July, 1745.

The appearance of this squadron, and the reinforcements which were expected from England, alarmed M. Dupleix for the safety of Pondicherry. He prevailed on the Nabob of Arcot, in whose dominions Madras was situated, to insist that the English ships of war should not commit any hostilities against the

French possessions in his territories, and at the same time assured the English that he would oblige the French to observe the same law of neutrality. The Madras Government stated that they were always ready to obey his commands as far as their power extended; but that the Commander of the English squadron was the immediate officer of the King of Great Britain, by whose orders and commission he acted, independent of the East India Company's agents at Madras. The Nabob replied that all the English were equally obliged to respect his Government, and that if they ventured to act contrary to the orders he had now given, the town of Madras should atone for their disobedience. These threats made so much impression upon the Government of Madras, that they requested and prevailed upon Commodore Barnet to confine his operations to the sea, who sent a part of his squadron to cruise in Balasore Roads, where they captured two French East Indiamen bound to Chandernagore.

At this period the French had the following establishments, which formed two principal Governments, independent of each other; Pondicherry, and the Isles of France and Bourbon. The former comprehended the Town of Pondicherry, where the Governor resided; the factory of Mahe, on the Malabar Coast; Karical, on the Coast of Coromandel; and Chandernagore, in Bengal River. The Government of the Islands comprehended that of France and Bourbon, with the French ports in Madagascar.

The following account of the cargoes of seven ships, part of a fleet of twelve, which arrived at L'Orient previous to the war, will shew the nature of the French trade at this period:

400,000 lbs. Mocha coffee
1,240,000 ditto Bourbon ditto
426,811 ditto Bohea tea
16,501 ditto Campoi ditto
10,178 ditto Pekoe ditto
9,697 ditto souchong ditto
60,660 ditto common green
82,695 ditto superior ditto
9,340 ditto Hyson ditto
3,740 ditto Imperial ditto
595,377 ditto pepper
533,895 ditto red-wood
66,788 ditto cowries
49,947 ditto tutenague
23,167 ditto esquine
16,869 ditto galangal
3,040 ditto turmeric
43,200 ditto tany silk
9,577 ditto nankeen raw do.
2,070 ditto spun cotton
5,300 ps. white salempores
47,085 ditto white Guineas
2,960 ditto white dooties
2,640 ditto denabadies
8,100 ditto percales
6,840 ditto socretons
2,800 ditto chavonis
3,780 ditto tamatannes
15,180 ditto betellees

740 pieces organdis
1,300 ditto coast basins
995 ditto 3-thread stuffs
51,710 ditto white gurrahs
13,780 ditto white baftas
1,200 ditto adattres
6,900 ditto sannoes
4,440 ditto hamans
14,340 ditto casses
243 ditto nainsooks
7,199 ditto tanjebs
12,680 ditto mulmuls
349 ditto atarasoys
6,080 ditto terrindams
300 ditto toques
5,280 ditto Bengal doreas
1,900 ditto basins
1,500 ditto doosooties
100 ditto napkins
590 ditto emb. steinkirks
1,252 ditto embroideries
7,858 ditto Patna stuffs
23,200 ditto Bengal napkins
6,540 ditto Tranquebar do.
24,356 ditto Mausulipatam
900 ditto Pulicat ditto
9,400 ditto Pondicherry do
960 ditto blue Salempores
17,700 ditto ginghams

11,940 ps. blue Guinea stuffs
400 ditto bejatapauts
560 ditto neganepauts
2,160 ditto chasselas
100 ditto chabbass
400 ditto elatches
200 ditto chuguelas
240 ditto alliballies
400 ditto dissouchaye
600 ditto seersuckers
100 ditto ginghams
200 ditto pinassees
200 ditto nelis
500 ditto soosees
100 ditto tepoys
640 ditto gougourans
538 ditto damask
100 ditto striped ditto
640 ditto plain Pekins
100 ditto ditto satins
95 ditto striped ditto
194 ditto paduasoys
50 ditto large lampas
15 ditto flowered gauze
2,257 fans of various sorts
2,085 tea-chests
126 chests China-ware
345 parcels ditto
3,367 bundles of rattans

1746. A French fleet of eight ships, mounting 398 guns, under M. de la Bourdonnais, arrived on the Coromandel Coast, and on the 25th of June had an action with the English fleet, then under Commodore Peyton, consisting of six ships, mounting 270 guns, Commodore Barnet having died at Fort St. David's in April, when, after an indecisive action, the French Commander proceeded to Pondicherry, and the English to Bengal.

The French made preparations for besieging Madras, whereupon the English called upon the Nabob to fulfil his promise of restraining the French from committing hostilities against them by land, who, though he did not give Mr. Dupleix a positive permission, he refrained from making any preparations, or even using menaces to prevent the French from attacking them. On the 3d of September the French fleet anchored about four leagues to the southward of Madras, where the troops, artillery, and stores were landed; the army consisted of 1,100 Europeans, 400 Caffres, and 400 native troops, and there remained on board the fleet 1,800 European seamen. On the 7th of September they began to bombard the town, which continued till the 10th, when it surrendered on capitulation. It was agreed that the English should surrender themselves prisoners of war, that the town should be immediately delivered up, but that it should be afterwards ransomed. The French colours were hoisted on the Fort, and a Company's ship in the roads was taken possession of without resistance. Thus the French obtained possession of the principal English settlement on the coast without the loss of a man, which they retained till the peace of Aix-la-Chapelle. The French made two unsuccessful attempts to capture Cuddalore. The Nabob of Arcot made an attack upon the French at Madras; but his army was repulsed, and a peace was concluded between the two powers in February, 1747.

1748. A considerable English fleet, under Admiral Boscawen, was sent to India, with instructions to attack the Mauritius in his way to the Coast of Coromandel, which was attempted, but did not succeed. They arrived at Fort St. David July 29, when it was determined to undertake the siege of Pondicherry, the garrison of which consisted of 2,000 Europeans and 3,000 native troops, under M. Dupleix. The English made no impression on the place, and the army being sickly, it was decided, on the 30th of September, to raise the siege, during which they lost 1,065 Europeans in action and by sickness. M. Dupleix ordered Te Deums to be sung as soon as the siege was raised, and sent letters to all the native Princes on the coast, and to the Great Mogul, acquainting them that he had repulsed the most formidable attack which had ever been made in India, and he received from them the highest compliments on his own prowess, and on the military character of his nation.

While a particular war was thus carried on in Asia, a general peace was concluded in Europe, which was definitively signed at Aix-la-Chapelle on the 7th of October, whereby it was agreed "that there should be a Christian, universal, and perpetual peace, as well by sea as land; that there should be a general oblivion of whatever had passed during the war; that each party should be put into the possession of all his effects, honours, and revenues, which they either actually enjoyed, or ought to have enjoyed, at the commencement of the war, notwithstanding all disposals, seizures, or confiscations occasioned by the war; that all prisoners and hostages should be returned without ransom; and that all the conquests that had been made since the commencement of the war in the East Indies, or any other part of the world, should be restored without exception." Madras was accordingly restored to the English; but the French had destroyed the greater part of the Black Town.

The late war having brought to Pondicherry and Fort St. David a number of troops, greatly superior to any which either of the two nations had assembled in India before, the two settlements, when no longer authorized to fight against each other, took the resolution of employing their arms in the contests between the native Princes. On the death of the Nizam ul Mulck, Soubah of the Decan, which took place in 1748, the succession was contested between Nazir-jing, the son, and Muzapher-jing, the grandson of

the deceased. A competition was also maintained for the Nabobship of Arcot, on the part of Chunda-saib against Anaverdy Khan, who had been nominated to that situation by the late Nizam. Nazir-jing and Anaverdy Khan united their forces against Muzapher-jing, who had been joined by Chunda-saib. M. Dupleix, on the part of the French, engaged to assist the latter, on a promise, in case of success, of being granted the town of Vilanour with its dependencies, consisting of 45 villages. A long series of hostilities ensued, during the progress of which Anaverdy Khan was killed in battle; Nazir-jing was assassinated; and Muzapher-jing appointed Soubahdar of the Decan. The immediate advantages arising to the French East India Company by these concessions were a territory near Pondicherry, producing annually 96,000 rupees; that of Karical, valued at 106,000 rupees; the City of Mausulipatam with its dependencies, yielding a revenue of 144,000 rupees; in all a revenue of £43,250 sterling; but these advantages were small in comparison of those which M. Dupleix expected to obtain from his extensive authority, though it was not constitutionally confirmed by the Mogul. Chunda-saib was also declared Nabob of Arcot. The treasures of Nazir-jing were computed at £2,000,000, and the jewels at £500,000. The new Viceroy gave £50,000 to the French troops, and as much to the East India Company for the expences they had incurred in the war. On this M. Dupleix assumed the state of an eastern Prince, held his Court, and was publicly proclaimed Nabob. Muzapher-jing was soon after killed, and was succeeded by Salabat-jing, who confirmed every thing which had been granted to the French, who, in return, acknowledged his right to the Government; Chunda-saib also lost his life. The French continuing to support Salabat-jing as Prince of the Decan, the provinces of Mustaphanagur, Ellore, Rajahmundy, and Chicacole were given up to the French East India Company in full sovereignty. This acquisition, added to Mausulipatam, rendered them masters of the sea-coast of Coromandel and Orixa, in a regular line of 600 miles from Mootapilly to Jaggernaut. The revenues of these provinces were computed at 42,87,000 rupees. These territories rendered the French masters of the greatest dominion, both in extent and value, that had ever been possessed by Europeans in the empire of Hindostan, not excepting the Portuguese when in the height of their prosperity.

1754. The dispute between the French and English East India Companies became the object of ministerial consideration in Europe. The Directors of the English Company made representations to the Government of the hostilities in which they were involved on the Coast of Coromandel, and solicited their support, either to terminate or carry on a war, which their own resources were unable to continue against the French Company, supported by their Government. The British Ministry, seeing the necessity of interfering vigorously, began a negotiation with that of France on the subject, and ordered a squadron of men of war to be equipped, and one of the King's regiments to embark for the East Indies. This convinced the French Government that a perseverance in their schemes of conquests, and obtaining dominion in India, would soon involve the two nations in a general war, for which they were unprepared; they therefore consented that the disputes of the two Companies should be adjusted by Commissaries in India, on a footing of equality, without any regard to the advantages of which either the one or the other might be possessed when the treaty should be concluded: and as the French Company considered M. Dupleix was not a fit person to negotiate a peace, they took the resolution of removing him from the Government of Pondicherry, and appointed M. Godeheu, one of their Directors, their Commissary, and at the same time Commander-General, with absolute authority over all their settlements in the East Indies. The English Company appointed Mr. Saunders, Governor of Madras, to treat with M. Godeheu, who arrived at Pondicherry August 2, 1754; and immediately on landing, proclaimed his commission, and took upon him the administration of the Government. He also acquainted Mr. Saunders of the intentions for which he was sent to India. The arrival of an English fleet, under Admiral Watson, induced M. Godeheu to shew such moderation in his proposals, that a suspension of arms was agreed upon before the terms of the treaty were adjusted. The allies on both sides were included in this suspension, which

was proclaimed at Madras, Pondicherry, and all other places on the Coast of Coromandel where the English and French had troops, on the 11th of October, to continue till the 11th of January.

A treaty was afterwards signed, which was published on the 11th of January, 1755, the day on which the suspension of arms ended, consisting of eleven articles, by which it was agreed—

First, that the two Companies should renounce for ever all Moorish Government and dignity, and should never interfere in any difference that might arise between the Princes of the country.

The second, third, fourth, fifth, sixth, and seventh articles relate to the settlements of both nations and their districts, whereby it was agreed that all places, excepting those which should be stipulated in the definitive treaty, to remain in the possession of the two nations, should be delivered up to the Government of Hindostan. The Governors then proceeded to give their opinion what places each might retain without a risk of engaging them in future wars, either with one another, or with the Princes of the country. In the Tanjore country the English were to possess Devicottah, and the French Karical, with their districts; on the Coast of Coromandel the English were to enjoy Fort St. David and Madras, and the French to keep Pondicherry, with districts of equal value; and if it should appear that the English possessions in the kingdom of Tanjore and in the Carnatic together, were of more value than the French possessions in those countries, then the French were to be allowed an equivalent for this difference in a settlement to be chosen between the River of Gondecama and Nizampatam. Mausulipatam and Divi were to be ceded; or if the French held one, the English were to retain the other. The Rivers of Narsipore and Ingeram were to be free; and as the English had Vizagapatam, in the Chicacole country, the French were to settle a factory there on an equality with it.

By the eighth article it was agreed that these conditions, accepted on both sides, although they were not to be law for a definitive treaty in Europe, should nevertheless produce a truce between the two nations and their allies, until news was received in India of the answers made in Europe concerning this agreement.

By the ninth article, neither nation was allowed to procure, during the truce, any new grant or cession, or to build forts for the defence of new establishments, but only to rebuild and repair the fortifications then subsisting in the establishments they possessed at that time, in order to prevent their entire ruin.

By the tenth article it was agreed, that until the arrival of answers from Europe to these articles, which were to be dispatched by the first ships, to be submitted to the decision of the two Companies, under the pleasure and approbation of the two Crowns, the two nations should not proceed to any cession, retrocession, or evacuation of what they then possessed; and,

Lastly, that, in regard to any indemnification the two nations might expect for the expences of the war, this article should be amicably adjusted in the definitive treaty.

This convention was in reality nothing more than a cessation of hostilities for eighteen months, since there was no positive obligation on either of the Companies to adopt the opinions of their representatives, expressed in the provisional treaty. The French were left to enjoy the revenues of all those territories which they had acquired during the war. These incomes, according to the accounts published by them, were as follow:—From Karical 96,000 rupees; from Pondicherry, and the villages in its district, 105,000; from Mausulipatam and its dependencies, and from the contiguous territories of Divi, Nizampatam, Devicottah, and Condavir, 14,41,000; from the four provinces of Ellore, Mustaphanaghur, Rajahmundrum, and Chicacole, 31,00,000; from lands in the Carnatic, 17,00,000; and from the Island of Seringham and its dependencies, 4,00,000; in all 68,42,000 rupees, or £855,250 sterling.

The accessions made by the English during the war produced only a revenue of 8,00,000 rupees, or £100,000, drawn from lands mortgaged by the Nabob, to pay what they had spent on his account.

The two powers being now at peace with each other, gave their whole attention to the management of their respective territories, revenues, and alliances to the best advantage, without infringing the truce. M. Godeheu, having fulfilled the principal intentions of his commission, quitted Pondicherry, and returned to France, leaving the power of the Governor much more limited than it had been at the time of M. Dupleix.

1757. The English having received intelligence, by way of Aleppo, that war had been declared between France and Great Britain in the preceding month of May, made preparation for the attack of Chandernagore, notwithstanding the disastrous state of their own affairs in the province of Bengal. On the 24th of March the English attacked the Fort, which, after a vigorous resistance, surrendered by capitulation, on condition that the officers of the garrison were to be prisoners on their parole of honour, with liberty to carry their effects where they pleased, on promising not to serve against the English during the war; that the soldiers of the garrison should be prisoners of war so long as the war continued; that the Sepoys were not to be prisoners; that no European should reside at Chandernagore, but the French Jesuits might go wherever they pleased, with all the ornaments of their Church; and that the French Directors and Counsellors should go where they pleased. This was a great loss to the French, who had in the Fort 183 pieces of cannon, from 24 pounders downwards, with great quantities of ammunition. Besides the ships and vessels sunk below, to obstruct the channel, they sunk and ran ashore five large ships above the Fort, and the English took four sloops and a snow: the plunder collected amounted to upwards of £100,000 sterling.

A fleet of twelve sail arrived at Pondicherry from France, September 8, 1757, and, after landing upwards of 1,000 Europeans, and large quantities of battering cannon, mortars, and ammunition, proceeded to the Mauritius. M. Bussy, who commanded the French forces at Mausulipatam, immediately on hearing of the capture of Chandernagore, attacked Vizagapatam, which surrendered on the 24th of June.

1758. A fleet of nine sail of the line and two frigates, under M. de Aché, having a large body of troops on board under M. Lally, arrived at Pondicherry on the 22d of April. Every success was expected to follow the arrival of this armament. The ships were to drive the English squadron off the coast; the troops, with those already at Pondicherry, were to demolish the English settlements; and such was the confidence of not meeting an enemy in the field, that the instructions formed at Versailles, ordered M. Lally to open his operations by the siege of Fort St. David. He marched from Pondicherry with an army of 3,500 Europeans and a large body of Sepoys, entered the district of Fort St. David on the 29th of April, and invested Cuddalore, which surrendered on the 3d of May. The French then began the siege of Fort St. David, which surrendered upon capitulation on the 2d of June. The garrison consisted only of 200 Europeans, 117 invalids and artillery, and 200 seamen, who, together with their officers, the Deputy-Governor, and Council, were carried prisoners to Pondicherry. The French afterwards destroyed the fortifications of Fort St. David, and reduced the whole to a heap of ruins; they also wantonly destroyed the villas and buildings in the adjacent country. On the 4th of June Devicottah was abandoned by the English on the approach of a detachment of the French army. The French then made preparations for besieging Madras with an army of 3,500 Europeans, 2,000 Sepoys, and 2,000 cavalry; the siege commenced on the 12th of December, 1758, and continued till the 17th of February, 1759, when it was abandoned, after sustaining a very heavy loss in men, ammunition, and stores. The adjacent powers had fixed their attention on the siege of Madras, and the English acquired much reputation in the eyes of the natives by the defence. They soon after took Mausulipatam by storm, which was furnished with 120 pieces of cannon and abundance of military stores. This success induced Salabat-jing to desert his allies, the

French, and enter into a treaty with the English, by which he agreed "to oblige the French troops, then in the Decan, to evacuate that country; never to permit them to settle there; to keep none of them in his service; and neither to protect them, nor to call them to his assistance."

These disasters occasioned great bickerings between M. Lally and the Governor and Council at Pondicherry. All the revenues collected by the French, when their possessions were most extended, had never sufficed for the expences of the troops. Much ground had been lately recovered by the English. No money remained in the treasury at Pondicherry, and the discontent and distresses of the army had convinced the Government they could not be trusted any longer than they were regularly paid.

1759. A small squadron, under Count d'Estaing, captured the English factory at Gombroon, in the Persian Gulf, on the 14th of October, 1759. From thence they proceeded to the west coast of Sumatra, to attack the English settlements there. Natal surrendered at discretion on the 7th of February following; Tappanooly shared the same fate; and Bencoolen was attacked, but defended till the inhabitants had secured their best effects, when it surrendered to the French, who committed all the ravages in their power, and carried off all the effects they could obtain, to Batavia and the Isle of France, when the settlement was abandoned.

1760. The English, under Colonel Coote, defeated the whole of the French force under M. Lally at Vandewash, in January, with great loss; their cannon, tents, stores, and baggage were taken, and the remainder of the army retreated to Pondicherry. The English afterwards took Alemparvah and Arcot, and in April they obtained possession of Karical, in which were 155 pieces of cannon, with a large stock of ammunition and stores. This loss was severely felt by the French, as it afforded them a constant inlet to the territories of Tanjore; and by various purchases and cessions from the Government, they had acquired districts round the fort containing 113 villages, of which the farms, with the customs of the town and port, yielded 30,000 pagodas per annum. Cuddalore, and most of the other places in possession of the French, were taken by the English.

1761. Pondicherry had been blockaded by land and by sea for many months, and surrendered on the 16th of January, 1761, to the British forces under Colonel Coote. The total number of European military taken were 2,072; the civil inhabitants were 381; and the artillery fit for service were 500 pieces of cannon, and 100 mortars and howitzers. The ammunition and military stores were in great abundance. The settlement of Mahé, on the Malabar Coast, surrendered on the 13th of February, 1761; and on the 5th of April, Gingee, the last place in possession of the French, was surrendered to the English. This day terminated the long contested hostilities between the two rival European nations in Coromandel, and left not a single ensign of the French nation under the authority of its Government in any part of India. Thus, after a war of fifteen years, which commenced in 1746, and continued from that time, with scarcely the intermission of one year, the same measure of extirpation was retaliated, which had been intended, and invariably pursued, by the French Councils against the English commerce and power. Such was the object of De la Bourdonnais's expedition, of the whole government and ambition of M. Dupliex, and of the great armament of naval and land forces which accompanied M. Lally to India, who constantly declared that he had but one object, which was not to leave an Englishman in the Peninsula. To retard as much as possible the facility of the French re-establishing themselves in Coromandel, if restoration should be made at the conclusion of a general peace, the principal buildings and fortifications of Pondicherry were destroyed.

1763. A definitive treaty of peace between France and Great Britain was concluded at Paris on the 10th of February, by which it was stipulated—

"Article 11—In the East Indies, Great Britain shall restore to France, in the condition they now are, the different factories which that Crown possessed, as well on the Coast of Coromandel and Orixa as on that of Malabar, as also in Bengal, at the beginning of the year 1749. His most Christian Majesty shall restore, on his side, all that he may have conquered from Great Britain in the East Indies during the present war, and shall expressly cause Natal and Tappanooly, on the Island of Sumatra, to be restored; and shall farther engage not to erect fortifications, or to keep troops in any part of the dominions of the Soubah of Bengal. And, in order to preserve future peace on the Coast of Coromandel and Orixa, the English and French shall acknowledge Mahomet Ally Khan for lawful Nabob of the Carnatic, and Salabatjing for lawful Soubah of the Decan; and both parties shall renounce all demands and pretensions of satisfaction with which they might charge each other, or their Indian allies, for the depredations or pillage committed on the one side or the other during the war."

1764. The disasters of the French East India Company abroad were aggravated by their distressed situation at home. Among the causes which had occasioned their distress, the principal was the dependence in which they had been kept by the Government. Ever since 1723 the Directors had been chosen by the Court. In 1730 a Commissary, appointed by the King, was introduced into the administration of the Company; and from this period there was an end to all freedom of debate; all was directed by the influence, and according to the views, of the Court. In 1764 the proprietors represented to the Government that their misfortunes might, in a great measure, be attributed to the undue interference of the Government, and to the management of their affairs having been taken out of their own hands, and that they would be ruined unless the Company were brought back to its original form, by restoring its freedom. In consequence of this representation, the freedom of the Company was secured by an edict, dated in August, 1764, and some regulations were made, to put the direction of it under a new form.

Before this period the number of shares amounted to 50,268. The Government, to indemnify the Company for the expences they had incurred during the war, gave up 11,835 shares, their property, which were cancelled; there then remained only 38,433. The Company made a call of 400 livres per share. Upwards of 31,000 shares answered the call; and the remainder were reduced by the terms of the edict, which empowered the Company to make the call to five-eighths of the value of those which had been paid, so that by this operation the number was reduced to 36,920⅝ shares. The dividend paid on the shares of the Company varied according to circumstances. In 1722 it was 100 livres; from 1723 to 1745 it was 150 livres; from 1746 to 1749 it was 70 livres; from 1750 to 1758 it was 80 livres; from 1759 to 1763 it was 40 livres; and in 1764 it was but 20 livres; from the fluctuation in dividends, the value of the stock varied from near 4,000 livres to 700. The proprietors were desirous to secure the fortunes embarked in the trade in such a manner that the shares should at all times bear a settled price, and an interest that could be depended upon. The Government settled this matter by the edict, which expressly says that, to secure to the proprietors a settled income, independent of all future events of trade, a sufficient fund should be detached from that portion of the contract which was then free, to secure to each share a capital of 1,600 livres, and an interest of 80 livres; and that neither that interest nor that capital should, in any case, or for any cause whatsoever, be answerable for such engagements as the Company might enter into after the date of this edict. The Company therefore owed for 36,920⅝ shares, at the fixed rate of 80 livres each, an interest amounting to 2,953,660 livres. They paid for their several contracts 2,727,506 livres; making in all 5,681,166 livres of perpetual annuities. The life annuities amounted to 3,074,899 livres, forming in the whole a total of annual payments of 8,756,065 livres.

By the edict of 1764 the Isles of France and Bourbon became the property of the Government, whereby the Company saved 2,000,000 livres per annum. They were likewise relieved from the expences of

Port L'Orient. The Company applied themselves to the re-establishment of their commerce, the restoration of their forts and settlements in India, the construction of ships, &c.

1769. The trade between France and India revived very considerably after the peace. In a few years the annual sales amounted to near 20,000,000 livres, and in 1769 they amounted to near 37,000,000 livres. Notwithstanding this apparent prosperity, the Company's concerns were rapidly declining: their debts were daily increasing; the expences incurred in replacing their fortifications and buildings in India, far exceeded their expectations; the profits arising from their trade, fell much below what they formerly were; while the charges of their Government amounted to more than double what they had been estimated at. These circumstances induced the King, by a decree dated the 13th of August, 1769, to suspend the exclusive privilege of the India Company, and granted to all his subjects the liberty of navigating and trading beyond the Cape of Good Hope. The decree which opened this new tract to private traders, required them to provide themselves with passports from the India Company, and obliged them to make their returns to Port L'Orient, and no where else. It established a duty on all goods imported, which, by a second decree, issued the 6th of September following, was fixed at 5 per cent. on all goods coming from India and China, and at 3 per cent. upon all commodities of the growth and produce of the Islands of France and Bourbon.

The above decree, by only suspending the privilege of the Company, seemed to leave the proprietors the power of resuming it; but they determined to liquidate their concerns in such a manner as to secure their creditors' and the remains of their own fortunes. For this purpose they offered to give up to the King all their ships, thirty in number; all the warehouses and other buildings belonging to them at Port L'Orient and in India; the property of their factories, with the manufactures dependent on them; all naval and military stores; and, lastly, 2,450 slaves which they had in the islands. All these articles were valued at 30,000,000 livres by the proprietors, who at the same time requested the payment of 16,500,000 livres which were due to them by Government. The King agreed to the proposal, but lessened the purchase-money; not that the effects were not of still greater value while they remained in the hands of the Company, but being made over to the Government, they brought an additional incumbrance upon it; so that instead of 46,500,000 livres which the proprietors demanded, the King, to clear all accounts with them, created a perpetual annuity for their benefit of 1,200,000 livres, upon a capital of 30,000,000. The edict for that purpose was issued in January, 1770.

This new contract the Company mortgaged for 12,000,000 livres, which they borrowed upon life annuities at 10 per cent. and by a lottery in February following. This money was borrowed to enable them to fulfil the engagements they had entered into when they undertook the last expeditions; but it was insufficient: so that, finding themselves utterly unable to raise more, the proprietors made over their whole property to the King, except the capital that had been mortgaged to the proprietors of the shares.

The principal articles comprised in this cession consisted in the abolition of 4,200,000 livres in life annuities; in that part of the contract of 9,000,000 livres which exceeded the capital of the shares; in the Hotel of Paris; in the Indian goods expected home in 1770 and 1771, estimated to be worth 26,000,000 livres; and, lastly, in about 4,000,000 livres of debts to be called in from debtors, either solvent or insolvent, in India, in the Islands of France and Bourbon, and at St. Domingo. The proprietors engaged at the same time to furnish the King with 14,768,000 livres, to be raised by way of a call, which was fixed at 400 livres per share. The Government, in accepting these several offers, engaged on their part to pay all the perpetual and life annuities which the Company was bound to pay; all their other engagements, amounting to about 45,000,000 livres; all the pensions and half-pays granted by the Company, amounting to 80,000 livres per annum; and, lastly, to bear all the charges and risks attending a liquidation that must necessarily continue some years.

The capital of each share, which by the edict of 1764 had been fixed at 1,600 livres, bearing an interest of 80 livres, was now raised to 2,500 livres, bearing an interest of 125 livres. The new interest was made subject to a deduction of 10 per cent.; and it was agreed that this deduction should be annually appropriated to the paying off the shares by lot, on the footing of their capital of 2,500 livres; so that the interest on the shares thus paid off, would increase the sinking fund till the whole of the shares were finally liquidated. These respective conditions are recorded in a decree of Council of the 8th of April, and confirmed by letters patent, bearing date the 22d of the same month.

1770. From the time the English East India Company succeeded to the territorial revenues of Bengal, to 1770, when the edict for the suspension of the French Company's monopoly arrived in India, the amount of the duties paid by that Company into the Custom House at Hughley was as follows:

From Sept. 1765, to April, 1766	Sicca Rupees	10,085	8 0
From May, 1766, to April, 1767		12,579	5 8
From May, 1767, to April, 1768		18,354	13 4
From May, 1768, to April, 1769		18,310	12 4
From May, 1769, to April, 1770		12,185	13 8

These sums multiplied by 40, give the total of the French Company's trade at that factory, as stated by themselves. What was paid by their factories at Patna, Dacca, &c. or by private French merchants, (whose duties were 4 per cent. on the amount of their invoices), does not appear from any books or accounts received at the East India House.

1777. The French merchants resident in Bengal carried on their commerce, after the suspension of their Company's exclusive privileges, on payment of the same duties which had formerly been paid by the Company. But in April, 1776, the English Government at Calcutta directed their revenue officers to charge them, as individuals, with 4 per cent. on the amount of their invoices on all goods except foreign salt, on which all persons, whether companies or individuals, were to pay 10 rupees per 100 maunds. The French merchants remonstrated against this regulation, and urged that the duties of 2½ per cent. had been paid with great exactness by the merchants at Chandernagore, according to immemorial usage, and the privileges of their nation. The Dutch and Danish merchants joining in the application, the English Government determined to let the goods of French private merchants pass, on payment of 2½ per cent., still reserving their right of 4 per cent. when they should think proper to claim it.

1778. The Americans having declared themselves independent of Great Britain, the French entered into a treaty of friendship and commerce with them. This was considered by the British Government as a declaration of war, and acted upon accordingly.

The English East India Company, foreseeing the consequences which the French treaty with America must necessarily produce, and being determined not to hazard the security of their possessions by paying too great an attention to formalities, which carry no further value than what their immediate interest induces the respective parties to affix to them, a bold and decisive measure for the final reduction of the French power in India was immediately resolved upon. Their instructions were fortunately conveyed with unusual expedition to Madras, and preparations were immediately made for undertaking the siege of Pondicherry. The force destined for that service was assembled by the 21st of August, and the place closely invested; and on the 18th of September the batteries were opened under the powerful fire of 28 pieces of heavy cannon and 27 mortars. Notwithstanding the dismantled state in which Pondicherry was restored to the French at the end of the former war, the fortifications were in no contemptible condition, and their deficiency in strength was amply supplied by the gallantry of M. de Bellecombe (who was both

Governor of the town and General-Commandant of all the French settlements in the Indies), and the resolution of his brave garrison, who, though nearly cut off from every hope of succour, persevered to the last extremity in a determined and noble defence. On the 16th of October, the day previous to that fixed by the English for a general assault, a capitulation was proposed, which was agreed to by the English. The conquerors gave the most ample and honourable testimony to the gallantry of the French in the terms of capitulation. The conditions were suitable to the generosity of those sentiments; and every requisition that did not interfere with the public benefit or security, was liberally agreed to. It was only on those accounts that it was determined to send the European part of the garrison to France, and to disband the Sepoys and native troops, instead of sending them to the Mauritius, as proposed. The garrison were allowed all the honours of war, and, as a particular mark of attention to M. Bellecombe, the regiment of Pondicherry were, at his request, allowed to keep their colours. A numerous artillery, amounting to about 300 pieces, became a prize to the conquerors; all public property underwent the same fate, but whatever was private, was secured to the owners. The English troops employed in the siege, amounted to 10,500 men, of whom 1,500 were Europeans; the garrison to near 3,000, of whom 900 were Europeans. The English loss amounted to 224 killed, and 693 wounded; that of the garrison to 200 killed, and 480 wounded.

The French settlements of Chandernagore, Yanaon, Karical, and Mausulipatam, with several ships in Bengal river, were also taken possession of by the British forces; so that in the short period of a few months, the power of France was annihilated in India.

The conduct of the inhabitants of Pondicherry, when the English were engaged in a war with Hyder Ally and the Mahrattas, compelled Sir Eyre Coote, who commanded the English forces on the Coast of Coromandel, to disarm the inhabitants, and destroy their boats.

1780. On the trade to the East Indies being thrown open, a great number of merchants fitted out ships for China, Bengal, Mauritius, Mocha, Batavia, and the East Coast of Africa. This last was stated to be the destination of many of the ships, and that they carried a great number of slaves to the Island of St. Domingo. How far the trade was beneficial, it is difficult to ascertain; but in many instances it was attended with the ruin of those embarking in it.

The following is a statement, in livres, of the produce of the public sales, at Port L'Orient, of merchandise imported from India, China, and the Islands of France and Bourbon, by those merchants who engaged in the trade, from the suspension of the Company's privileges, to 1778 inclusive.

Years.	Ships.	Tons.	India.	China.	Isles of France & Bourbon.	Total.
1771	8	5,600	3,256,620 2 5	5,173,172 13 4	1,906,171 8 11	10,336,504 4 8
1772	13	8,100	9,149,696 13 9	4,730,276 6 1	1,408,173 16 10	15,288,146 16 8
1773	14	6,850	8,711,734 10 0	5,822,047 18 0	650,128 15 5	15,183,911 3 5
1774	18	8,700	8,475,694 14 4	8,575,808 7 5	563,904 14 3	17,615,407 16 0
1775	19	10,550	10,906,218 17 1	10,892,593 12 0	507,769 11 6	22,306,582 0 7
1776	24	10,800	19,402,422 16 0	6,504,327 17 6	1,019,329 17 0	26,926,080 10 6
1777	23	13,720	16,616,961 14 6	10,110,327 4 0	782,475 14 0	27,509,764 12 6
1778	12	7,375	9,561,869 19 0	4,237,657 13 10	164,021 14 0	13,963,549 6 10
Total	131	71,695	86,081,219 7 1	56,046,751 12 2	7,001,975 11 11	149,129,946 11 2
Aver.	16	8,962	10,760,152 8 5	7,005,843 19 0	875,246 19 0	18,641,243 6 5

From the above period the sales rapidly diminished, and were in the year 1781 absolutely nothing.

The French Government, on the commencement of the war, were unwearied in their exertions to establish such a land and naval force at the Mauritius, as would not only be the means of recovering her ancient power and influence on the Coast of Coromandel, but of giving such a fatal and decisive blow to

her old rivals, as might enable her, with the aid of the native powers, with whom the English were at war, to chase them entirely out of India. A squadron was sent out under M. de Suffrien, who, on his passage out in 1781, made an unsuccessful attack upon an English fleet in Port Prayo, on the Island of St. Jago, on the 16th of April. From thence they proceeded to the Mauritius, where he was joined by some French ships, which made his force 12 sail of the line, besides six frigates, and transports having a considerable body of land forces on board. They made their appearance, and anchored about four miles from Madras on he 15th of February, 1782, where the English fleet, under Sir Edward Hughes, consisting of nine sail of the line, were then at anchor. The French fleet weighed in the afternoon, and stood to the southward, when the English followed their example, and in the morning they captured several of the smaller vessels, and the Lauriston, a large ship of 1,300 tons burthen, deeply laden with a cargo of the utmost value and importance to both parties, consisting of a considerable train of artillery, intended as a present to Hyder Ally, a large quantity of gunpowder, and a complete assortment of other military stores. This valuable prize had likewise on board a number of military officers, together with 300 European troops. This brought on a severe, but indecisive action between the two fleets. Another action took place on the 12th of April, in which both fleets suffered severely: the French proceeded to Batecalo to refit, and the English to Trincomalee, which was then in their possession. Though these actions were not decisive, yet they were particularly the first, of great importance in their consequences to the English. Their enemies kept that great force which France had been long collecting at the islands; and all India was in expectation of the mighty blow which she was now to give, and which it was supposed would have proved fatal to the British interests in that part of the globe. It was with this idea that Hyder Ally first ventured to invade the Carnatic; and he was induced, notwithstanding his repeated defeats, to reject every overture tending to an accommodation. The natives of India were astonished to observe that, with so vast a superiority of force, the French fleet would not venture to attack the English in the open road of Madras; but that, on the contrary, the latter instantly pursued the superior enemy, took or dispersed the convoy under his protection, and in a very hard fought battle, wherein they had other disadvantages, besides a superiority of force to encounter, left the claim to victory undetermined. Nothing could have impressed the native Princes and States more strongly with an opinion of the great superiority of the English in all naval affairs than these circumstances, and they afforded great mortification to Hyder Ally; he had, however, received some assistance from the French in troops and stores, which had been landed at Cuddalore, still in possession of the French. Another action took place between the fleets on the 6th of June, in which both suffered a great loss: the English had 310 men killed and wounded, and the French 779. The French fleet afterwards succeeded in taking Trincomalee on the 29th of August, which was of great importance to them. The English fleet appearing off there on the 2d of September, to their great mortification, observed the French colours flying on the forts, and fifteen sail of the line, and ten or eleven frigates, besides smaller vessels, at anchor in the bay. The following morning, September 3, the French, fully sensible of their superiority, stood out to sea, and an action took place, which was reckoned one of the best fought actions recorded in naval history; the loss sustained by the English amounting only to 51 killed, and 283 wounded, and it afterwards appeared that of the French was 412 killed, and 676 wounded. The French returned to Trincomalee on the night of the action, when, in going in, one of their ships of the line was lost; and the English to Madras, from whence they proceeded to Bombay to refit.

1783. The English fleet returned to Madras at the end of April, 1783, from whence they proceeded to watch the motions of the French. The great object of the English was the expulsion of the French from the Carnatic; but though they were now left to fight the battle nearly alone, yet they were so strongly fortified in Cuddalore, so abundantly provided with artillery, ammunition, and every provision for war, and their force so considerable, both with respect to the quality and number, that it was

considered a task of great difficulty to dispossess them of that hold which they had spent so much time and labour to render unassailable. The Marquis de Bussy had lately arrived to take the command, and had brought with him the last division of the forces from the Mauritius; these consisted of some of the best troops and oldest regiments in the French service. Their European force was therefore very considerable; and it was further strengthened by a body of Sepoys which Tippoo Sultan had left to act as auxiliaries. The English stormed and carried the outworks on the 7th of June, with great slaughter on both sides. On the 20th of June another action took place between M. Suffrien and Sir Edward Hughes off Cuddalore, which was indecisive; this was the fifth and last battle, and concluded the severe course of naval warfare between the two nations in India, in which great valour was displayed on both sides. On the 25th of June the French garrison made a sally from Cuddalore, in which they suffered severely, and were driven back. In this action the 24th battalion of the English Sepoys on the Bengal establishment, with another belonging to Madras, fought some of the oldest and best troops of France with the bayonet, and foiled them at that favourite European weapon, which is considered the most trying test of the firmness and excellency of soldiers. The loss of the French, in killed and prisoners, amounted to near 400 men; that of the English was small, and principally fell upon the Sepoys.

In two or three days after the sally, the Medea frigate arrived, under a flag from Madras, at Cuddalore, and brought intelligence of the conclusion of peace between the two nations; in consequence of which, a mutual cessation of hostilities, and restoration of prisoners immediately took place.

The French under Cossigny were assisting Tippoo in the siege of Mangalore when the news of peace arrived; they immediately retired to Mahe, which was delivered up to them.

The preliminary articles of peace were concluded at Paris on the 20th of April, 1783. By this treaty it was agreed that Great Britain should restore to France all the settlements taken in the course of the war in Bengal, Bahar, and Orixa, with the liberty of surrounding Chandernagore with a ditch to carry off the waters, and engage to secure to the subjects of France, whether in a Company or as individuals, a safe, free, and independent trade on the Coasts of Coromandel, Orixa, and Malabar, as it was carried on by the French East India Company. Great Britain was also to restore to France, Pondicherry and Karical, and to secure the two districts of Villanour and Bahour to Pondicherry as an additional district, and to Karical the four Magans bordering upon it. Mahe and the factory at Surat were to be restored to the French, with the liberty to conduct their trade on that side of India, agreeable to the principles contained in the thirteenth article. It was also agreed that if the allies in India of either power should refuse to accede to the pacification after four months' notice, they should thenceforth have no further assistance on either side.

The India trade having been relinquished both by the Company and individuals, the King dispatched a ship for China on his own account; and, with a view of supplying the kingdom with China goods, he issued an arret on the 21st of July, 1783, for the creation of a new Company of China, and directed that the capital should be divided among the principal seaports, in the following proportions:

The merchants of Marseilles	400 shares	The merchants of St. Maloes.....	90 shares
Ditto ..... Bourdeaux	320 ditto	Ditto ..... L'Orient	90 ditto
Ditto ..... Rochelle	80 ditto	Ditto ..... Havre de Grace	80 ditto
Ditto ..... Nantes	140 ditto	Forming in the whole 1,200 shares,	

of 5,000 livres each, and making a capital of 6,000,000 livres. The capital stock was immediately subscribed by the merchants in the different ports, who all formed only one Company; and the King lent them three ships of 1,200 tons, which were immediately fitted out for China, and returned home in 1785. On winding up the accounts, after the termination of the voyage, it appeared that no profit had arisen from it worth dividing among the proprietors.

1785. The Commutation Act, which took place in England in 1784, operated very much against the trade carried on between France and China. The principal import from thence was tea, of which the consumption in France was very limited; the greater part was smuggled into England, to the great detriment of the revenue there. The following is an account of the number of French vessels which were laden at Canton in the years 1767–8 to 1782–3 inclusive, and the quantity of tea shipped on them:

Years.	Ships.	lbs of Tea.
1767–8	3	1,637,510
1768–9	3	2,337,654
1769–70	3	2,488,762
1770–1	2	1,869,338
1771–2	no account	
1772–3	3	3,021,700
1773–4	5	4,786,800
1774–5	7	4,595,700
1775–6	3	2,521,600
1776–7	5	5,719,100
1777–8	7	3,657,500
1778–9	4	2,102,800

From the year 1778–9 to 1782–3 there do not appear to have been any French ships at Canton.

The following is a statement of the number of merchant ships and their tonnage, together with the places of their destination, which sailed from France to the East Indies and China, from the period of the suspension of the Company's privileges in 1769 to the year 1785 inclusive:

Years.	No. of Ships.	Tonnage.	Mauritius.	China.	Mocha.	Bengal.	Pondicherry.	Various Parts.	Mosambique.	Mahe.	Chandernagore.	Batavia.
1769	6	1,970	3	—	—	3	—	—	—	—	—	—
1770	7	4,510	4	2	—	—	—	—	—	—	—	—
1771	15	7,695	6	5	1	2	—	—	1	—	—	—
1772	14	7,620	5	3	2	5	—	1	—	—	—	—
1773	22	10,545	7	4	2	6	3	—	—	—	—	—
1774	26	13,400	13	5	1	4	1	1	—	1	—	—
1775	31	16,065	10	6	—	4	3	3	—	3	2	—
1776	38	18,485	13	6	—	7	6	3	—	2	1	—
1777	21	8,090	13	7	1	6	2	—	—	—	—	—
1778	11	5,470	5	3	—	—	2	3	—	—	—	—
1779	2	1,150	2	—	—	—	—	—	—	—	—	—
1780	17	5,450	17	—	—	—	—	—	—	—	—	—
1781	17	7,240	10	—	—	—	—	7	—	—	—	—
1782	13	4,900	8	—	1	—	—	3	—	1	—	—
1783	38	17,170	8	6	—	4	3	12	—	3	—	2
1784	33	16,830	9	6	1	8	4	4	—	—	—	1
1785	21	7,310	13	—	—	3	2	1	—	2	—	—

The King, without having had sufficient time to ascertain the result of his own trade and that of the new Company to China, resolved, before any of the ships had returned, to establish a new Company. By arret, dated April 14, 1785, he declared that, having examined the accounts and state of the Indian trade, he found that competition, however beneficial it might be in other branches of trade, was very detrimental in this one; that the European goods, being ill assorted, and in quantities disproportioned to the demand, had been sold under their value in India; that the competition of the merchants had enhanced the prices of the goods bought in India; that the excessive quantities of some kinds, and the total want of others, rendered the imports unprofitable to the merchants, and inadequate to the demands of the kingdom. Considering that these evils proceeded from a want of concert among the merchants, and the

impossibility of individuals being able to support the outlay and risks of so distant a commerce, he was convinced that the trade with India and China could be carried on to advantage by a privileged Company only. He therefore ordered the old Company of the Indies to confine their attention to the settlement of their affairs, and conferred on a new Company of the Indies for seven years, to be computed from the sailing of their first ships, and not including years of war, the privilege of exclusive trade to all the countries and islands to the eastward of the Cape of Good Hope, except the Isles of France and Bourbon. To these islands all French subjects might trade, and import from thence the produce of their soil, but no Indian goods. The inhabitants of the islands might trade in vessels belonging to themselves, and provided with a passport from the new Company for each voyage, to the several ports of India, but not to the Red Sea, China, or Japan; but no European goods might be carried from the islands to India, nor any Indian goods from them to Europe or America in any vessels whatsoever. No French vessels returning from those islands, excepting those owned in them, were permitted to take on board negro slaves in any part of Africa. The Company's capital was declared to be 20,000,000 livres, divided into 20,000 shares of 1000 livres each. The direction of their affairs, and the appointment of all officers of every description in their service, were vested in twelve administrators, approved of by the King, each of them being subscribers of 500 shares in the capital stock; and the remaining 14,000 shares were left open, to be subscribed by the public at large. The administrators were required to make up a state of the Company's affairs every year, for the inspection of the Comptroller-General of the Finances, which should also be a guide to themselves in fixing the dividends to be paid to the proprietors. The King gave them gratuitously the use of a house in Paris; all the warehouses, dock-yards, rope-walks, &c. necessary for their accommodation in L'Orient; and all the forts and factories in his own hands in India, to be possessed by them during the term of their privilege. He promised to protect them by force of arms, if necessary; to provide their ships with officers and seamen, and to get them exchanged, if taken by an enemy. He, moreover, granted them all the exemptions and favours bestowed upon the old Company respecting their imports; and he ordered that all goods imported from any place beyond the Cape of Good Hope into France, either by the Company or by private ships, from the Isles of France or Bourbon, should be landed at L'Orient, and there sold at the Company's public sale.

The Company obtained another arret in July, strictly prohibiting all French subjects from purchasing from foreigners any East India goods, or any foreign cotton goods of any kind, except those destined for the African slave-trade. Those who had such goods in their possession, or had already ordered them from foreigners, were allowed till the 10th of August, 1786, to dispose of them, or send them out of the kingdom. For the encouragement of the Calico Printers, the Company were authorized to purchase cotton goods from foreigners for the supply of the print-fields, till their own imports should be sufficient to answer the demand; and they were obliged to sell India painted calicoes for exportation only, the use of them in France being strictly prohibited.

The King made over to the Company the ship Dauphin, which he had sent to China on his own account; and that they might be a body purely commercial, he relieved them from the cares and expences of sovereignty in India, by taking them upon himself. The Company immediately made a sale at L'Orient of such cotton goods as they had bought at Copenhagen and other places, together with the goods imported from India by the private merchants, amounting to about 10,000,000 livres.

1786. In March and April the Company fitted out eight ships for India and China, which with their cargoes cost 20,000,000 livres. In October the ship Dauphin arrived from China, and several ships of the private traders from India. The Company made a second sale, in which were included, as in the former sale, some goods bought of the foreign Companies; the amount was about 24,000,000 livres, and the buyers, who came from all parts of the kingdom, were well pleased with their purchases.

The Company now dispatched a second fleet, consisting of ten ships, the outfit and cargoes of which cost 19,000,000 livres. To defray this expenditure, they obtained an arret on the 21st of September, 1786, for adding 20,000,000 to their capital stock, and extending the duration of their privileges to 15 years. The new stock was mostly subscribed for by the monied men of Paris, which gave the merchants at the seaports a just cause of complaint against such an abuse of the exclusive privilege as debarred them from obtaining any participation of it, except by paying a considerable advance on it.

1787. Some difficulties having arisen in the East Indies relative to the meaning and extent of the 13th article of the Treaty of Peace, they were cleared up by a particular convention, by which " a safe, free, and independent trade, such as was carried on by the French East India Company," was secured to the subjects of France, " whether they exercise it individually or as a Company," as well in the Nabobship of Arcot, and in Madura and Tanjore, as in Bengal, Bahar, and Orixa, in the Northern Circars, and, in general, in all the British possessions on the Coasts of Orixa, Coromandel, and Malabar. The French were restricted from importing more than 200,000 maunds of salt annually, which were to be delivered to them at a place appointed by the Government of Bengal, at the fixed price of 120 rupees per 100 maunds. 18,000 maunds of saltpetre, and 300 chests of opium were to be delivered annually for the commerce of the French, on the demand of their agents at Bengal, at the price established before the late war. The six ancient factories of Cossimbuzar, Chandernagore, Dacca, Jugdea, Balasore, and Patna, with the territories belonging to them, were acknowledged to be under the protection of the French flag, and subject to French jurisdiction. The ancient houses of Soopore, Keerpoy, Cannicole, Mohunpore, Serhampore, and Chittagong, as well as the dependencies on Soopore, were also secured to France, together with the faculty of establishing new houses of commerce; but without any jurisdiction or exemption from the ordinary justice of the country exercised over British subjects. The French without the limits of those factories were entitled to an impartial administration of justice in all cases; and delinquents flying from justice, whether Europeans or natives, were to be reciprocally delivered up. The restitution of Yanaon, already delivered to the French, was confirmed.

From the establishment of the Company, the private merchants had kept up a perpetual outcry for the unlimited freedom of trade; and they persisted in demanding licences from the Government for their ships, though they were continually refused. They however steadily persevered in demanding the abolition of the Company, and they found means of presenting their memorials on the subject to the Members of the Assembly of Notables, who met in 1787. The King, from the peculiar state of the public mind, was obliged to pay attention thereto; and in October he appointed eight commissioners to a general meeting of the Company, to examine the state of their affairs. He afterwards sent a message to the States-General, requesting them to consider the question of the national advantage or disadvantage of conducting the East India trade by means of a privileged Company; for which purpose he had ordered all the papers necessary for throwing light on that important subject, to be laid before them, and recommended to them at the same time to take due care of the interest of the proprietors of the Company's stock.

1790. On the 20th of March a committee of the National Assembly gave their opinion that the East India Company should be abolished, and the commerce with India be free to individuals, the Company remaining in possession of their privilege till January, 1792; and, on the 3d of April, 1790, the National Assembly passed a decree that all French subjects might freely navigate the seas beyond the Cape of Good Hope, which was sanctioned by the King's proclamation on the 3d of May following. The unsettled state of France, from this period to the commencement of the war with Great Britain, however, prevented any considerable equipments either for India or China.

1791. The article of piece-goods formed the most prominent part of the French imports from India. The following are the particulars of a sale which took place at Port L'Orient in 1791. The particular sorts of each manufacture are enumerated under the head of piece-goods, at the respective places:

65,025	pieces of Surat and Bombay goods	£45,678
241,993	Nankeens, &c. from China	76,439
134,673	Coast calicoes, white	485,137
37,383	Ditto muslins	44,261
85,478	Ditto prohibited goods	101,266
93,381	Bengal calicoes	143,748
18,382	Ditto prohibited goods	13,015
40,727	Ditto muslins	318,343
717,042	pieces, the sale amount of which was	£1,227,887

1793. On the 1st of February the French Convention declared war againt Great Britain. Intelligence of this event reached Madras on the 2d of June, and Bengal on the 11th, whereupon the English prepared for an attack upon Pondicherry, which surrendered to a body of troops under Colonel Braithwaite, on the 16th of September. This event was followed by the reduction of the smaller forts and settlements belonging to France in the East Indies. These conquests gave complete security to the oriental possessions of the English.

The following is a statement of the number of French ships which were laden at Canton in each year, from the commencement of the peace in 1783, to the breaking out of the war in 1793, together with the quantity of teas shipped on board them:

Years.	Ships.	lbs. of Tea.	Years.	Ships.	lbs. of Tea.
1783–4	8	4,231,200	1788–9	1	292,100
1784–5	4	4,960,000	1789–90	1	294,300
1785–6	1	466,600	1790–1	2	442,100
1786–7	1	382,260	1791–2	4	784,000
1787–8	3	1,728,900	1792–3	2	1,540,670

being, on an average, since the English passed the Commutation Act, in 1784, only 741,366 lbs.; whereas the two years previous to that period it was 4,595,600 lbs.; and in the seven years previous to the war, which broke out in 1778, the average was 3,772,171 lbs. per annum.

At the commencement of the war in India, the British commerce suffered very severely from French cruisers: thirteen sail of frigates and large privateers, which sailed from the Mauritius, captured, besides two East Indiamen, numbers of the most valuable ships in the Country trade, and would speedily have annihilated the commerce, and shut up every port in India, had not the Bengal Government fitted out a squadron, which captured several of the privateers, and repulsed their grand armament under M. Renaud, obliging him soon after to return to the Mauritius. An expedition was afterwards planned against the French islands from the British settlements; but it was abandoned in consequence of a war breaking out with some of the native powers. The French privateers did great mischief to the English trade.

1798. The French Government projected a settlement in Egypt, with a view not only of opening a trade with that country, Arabia, and Abyssinia, but of giving France the dominion of the Mediterranean, and supplanting Great Britain in her trade, and with the aid of Tippoo Sultan, who carried on a secret correspondence with the French islands, of driving her subjects from their settlements on the peninsula of

India. A fleet of thirteen sail of the line, with an immense number of transports, having on board upwards of 25,000 veteran troops, under the command of General Bonaparte, sailed from Toulon, effected a landing on the Egyptian coast, and took Alexandria by storm. An English fleet, under Admiral Nelson, attacked that of the French in Aboukir Bay on the 1st of August, and completely defeated it; of the whole, only two ships of the line and two frigates escaped; the rest, nine ships of the line, were taken, two ships and a frigate burnt, and one was sunk. The secret intrigues which Tippoo Sultan had carried on, was disclosed by a proclamation which Malartic, the Governor of the Isle of France, published on the 30th of January, 1798. He says, "The Sultan only waits the moment when the French shall come to his assistance, to declare war against the English, whom he ardently desires to expel from India." The British Government in India, at the head of which was Lord Mornington, being thus informed of the hostile designs of Tippoo Sultan, lost no time in making the necessary preparations; but being desirous of averting the evils of war, he attempted the restoration of a good understanding between them, but without effect. The English army entered the field, and took Seringapatam by assault on the 4th of May, 1799. Tippoo lost his life in the defence of his capital. By this event the complete ascendency of the English in India was confirmed.

1801. A treaty of peace was concluded between Great Britain and the Republic of France, the preliminary articles of which were signed on the 1st of October, 1801, by which it was agreed that

"His Britannic Majesty restores to the French Republic and its allies all the possessions and colonies which respectively belonged to them, and which have been either occupied or conquered by the British forces during the course of the present war, with the exception of Trinidad, and the Dutch possessions in the Island of Ceylon. The Batavian Republic cedes and guarantees, in full property and sovereignty, to his Britannic Majesty all the possessions and establishments in the Island of Ceylon, which previous to the war belonged to the Republic of the United Provinces, or to the Dutch East India Company.—The port of the Cape of Good Hope remains to the Batavian Republic in full sovereignty, in the same manner it did previous to the war.—The ships of every kind belonging to the other contracting parties, shall be allowed to enter the said port, and there to purchase what provisions they may stand in need of, as heretofore, without being liable to pay any other imposts than such as the Batavian Republic compels the ships of its own nation to pay."

The peace had scarcely been concluded between France and Great Britain, when the French Government indicated a degree of jealousy, which almost amounted to hostility, and committed various acts of aggression, which occasioned a renewal of the war in 1803.

1809. The depredations committed on the commerce of the English during the war by the privateers and frigates from the Mauritius were very extensive. The following is an account of the cargo of a French ship that sailed from the Isle of France on the 20th of November, 1809, commanded by M. Surcouff, and succeeded in reaching France after a passage of seventy-three days.

307,150 lbs. Bourbon coffee.	9,750 pieces Nankeens.	762 lbs. rhinosceros' horns.
54,804 lbs. Mocha ditto.	102,180 lbs. brown sugar.	360 lbs. tea.
23,765 lbs. Isle of France indigo.	6,978 lbs. cloves.	75 lbs. ostrich feathers.
100,611 lbs. Bengal ditto.	2,507 lbs. tortoise-shell.	1,115 lbs. camphire.
61,054 lbs. Island cotton.	536 lbs. nutmegs and mace.	748 lbs. vermilion.
95,235 lbs. Bengal ditto.	29,992 lbs. ebony wood.	1,801 lbs. raw silk.
13,916 lbs. elephants' teeth.	1,197 lbs. rhubarb.	237 hippopotamus teeth.
50,197 lbs. pepper.	4,050 lbs. nutgalls.	500 lbs. gums.

Exclusive of pearls, gold-dust, and other valuables; the whole estimated at the Isle of France, at a low computation, at 1,444,010 Spanish dollars.

1810. The Islands of Bourbon, and Mauritius, or the Isle of France, had long afforded shelter and protection to a very large number of French privateers, many of which were of great force. These privateers had been extremely fortunate in capturing the ships belonging to the English India Company, and those ships which carried on the trade from port to port in India, to an enormous value. Their captures they took either to the Isle of France, or Bourbon, but principally to the former, as being a place not only of greater strength, but garrisoned and protected by a larger force. The advantage to the captors, however, bore no proportion to the loss which was sustained by the English; for though the prizes generally reached the islands with safety, yet it was impossible to convey the produce or the cargoes of them, with the smallest chance of escape, to any part of Europe. In these islands, therefore, but principally in the Isle of France, was deposited immense wealth, consisting of the rich cargoes of the various ships which had been captured during the war. In the hopes of gaining this booty, and at the same time for the purpose of rooting out the numerous privateers which annoyed the Indian seas and trade, an expedition was planned, first against Bourbon, and afterwards against the Isle of France.

The Island of Bourbon surrendered the 9th of July, 1810, by capitulation, and on the 3d of December, 1810, the Isle of France likewise surrendered to a British force, under General Abercrombie and Admiral Bertie: seven frigates, three English East Indiamen, and numerous country ships, with an immense quantity of goods of various kinds, were the result of this expedition, which terminated the extirpation of the naval force of the French in the Indian seas, and the subjugation of their last remaining colonial territory.

ALLEMPARVA.

This fort is about twenty-four miles to the northward of Pondicherry. It formerly belonged to the Nabobs of the Province, and was given by them to the French in 1750. It has many wells of good water, which are not to be found in all parts of the coast near the sea. It was taken by the English in 1760. The fort was of stone, square, of moderate extent, with four round towers at the angles, a parapeted fausse-bray, and a wet ditch without a glacis. The pettah extends along the coast to the northward.

SADRAS

Is about seven leagues N. N. E. from Allemparva. Here the Dutch had a settlement; it was surprised by a French detachment in 1759, who took possession of the town, and made the garrison and all the Dutch inhabitants prisoners, notwithstanding the Dutch were at that time a neutral nation; but it was afterwards delivered up again. The fort and town are now in a ruinous condition. About seven miles to the northward of Sadras are the

SEVEN PAGODAS,

Or Mahabalipooram. The following account is extracted from the Asiatic Researches:

"They are situated about thirty-eight miles to the southward of Madras, and present to the distant view only a rock; but on examination, the following curious ruins are found.

"The attention is first arrested by a Hindoo pagoda, covered with sculpture, and hewn from a single mass of rock, about 26 feet high; a great surface of the rock near this structure is covered with large figures of men and animals, all proving the sculptor to have possessed no inconsiderable skill. Opposite to these, and surrounded by a wall of bricks, are several pagodas of great antiquity. Adjoining are several excavations; a scene of sculpture fronts the entrance of one of them, in which are groups of very interesting figures. In the way up the rock a prodigious circular stone is passed under, so placed by nature on a smooth and sloping surface, that you are in dread of its crushing you before you clear it. The top of

the rock is strewed with bricks, the remains, it is said, of a palace anciently standing on this site. Descending over immense beds of stone, you arrive at a spacious excavation, having a temple with numerous figures of men and animals. Over this temple, at a considerable elevation, is a smaller one, wrought from a single mass of stone. Adjoining is a temple in the rough, and a large mass of rock, the upper part roughly fashioned for a pagoda. This whole rock is a species of extremely hard granite, and must have taken immense labour, and a great number of men to have finished these structures.

"East of the village, and washed by the sea, is a pagoda of stone, containing numerous figures; one of a gigantic stature is observed stretched on the ground, and represented as secured in that position. The surf here breaks as far out as the ruins of the city, which are incredibly large and magnificent. Many of the masses of stone near the shore appear to have been wrought. A Bramin, about fifty years of age, a native of the place, states that his grandfather had frequently mentioned his having seen the gilt tops of five pagodas in the surf, now no longer visible. About a mile to the southward are other structures of stone, that have been left unfinished; the southernmost is about forty feet in height, hewn from a single mass; the outside is covered with sculpture. The next is also cut from one solid mass of stone, about forty-nine feet high, and rent through the middle from the top to the bottom; a large fragment from one corner is observed on the ground; no account is preserved of the powerful cause that produced this destructive effect. Around these are various groups of figures, such as lions, elephants, &c."

The following traditional account was given by the Bramins on the spot:

"Another Prince (perhaps one of the conquerors) about 1000 years ago, was desirous of having a great work executed; but the Hindoo sculptors and masons refused to perform it on the terms he proposed. Attempting force, they, in number about 4000, fled with their effects from his country hither, where they resided four or five years, and in this interval executed these magnificent works."

COVELONG

Is about three leagues to the northward of the seven pagodas. The Ostend East India Company obtained permission to trade here, and settle a factory, on their first arrival in India; they afterwards built a fort, which became their principal settlement, and of which they retained possession till their charter was suspended in 1731. The fort afterwards went to ruins, and the natives built another near it, which they called Saudet Bunder. The French got possession of it by stratagem in the beginning of 1750; it was taken from them by the English, under Colonel Clive, in 1752. The garrison surrendered at discretion. The place mounted about thirty pieces of cannon; besides which, there were found fifty other pieces of the largest calibre, which proved to be part of the artillery taken at Madras by De la Bourdonnais.

RISE AND PROGRESS

OF THE

COMMERCE OF OSTEND WITH THE EAST INDIES.

When the Seven United Provinces of the Netherlands became a free State in 1598, the inhabitants of the remaining provinces were excluded by the King of Spain from carrying on any traffic with either the East or West Indies; they therefore contented themselves with such trade as they could safely and legally transact till 1638, when the King of Spain granted them the liberty of trading to those parts of India which were possessed by the Portuguese, then also his subjects; but before any benefit could be derived from this grant, Portugal revolted, and their kingdom again became independent. From this period,

for near sixty years, during which time these provinces remained subject to Spain, nothing was done on the subject of a trade with India.

1698. Charles II. the last of the Austrian Kings of Spain, granted a charter for erecting a Company to trade in such parts of the East Indies as were not in the possession of other nations. The capital was to consist of 2,000,000 florins, one fourth to be raised in October, 1698, the rest in 1700 and 1701; but they were prevented from taking any advantage of their charter, in consequence of the death of the King in 1700, and the long war which took place for the succession to the Crown of Spain; and when the Netherlands fell under the dominion of Austria, the merchants were debarred from trading to India in any other manner than that which had been allowed to the subjects of Spain, which was by the way of Cape Horn, and no farther west in the Indian Seas than the Philippine Islands.

1717. Some private merchants obtained permission from the Government to send a ship or two to India; they returned with valuable cargoes, and their success encouraged others to fit out more in the same manner. Some enterprising foreign merchants observing this promising commencement of an East India trade, made proposals to the Court of Vienna for the establishment of a regular Company, with the Emperor's charter for a term of years, which were favourably received.

The Dutch soon after captured one of the licensed ships, under the plea that she was engaged in an illicit trade. The Emperor made a demand for satisfaction, which not being attended to, he issued a commission of reprisal, and the ship was retaken and brought into Ostend.

1720. The merchants, re-encouraged by the patronage and support of the Emperor, dispatched five ships to India, and in the year following six more; three for China, one for Mocha, one for the Coast of Malabar, and the last for Bengal. The Dutch were seriously alarmed by these exertions, and seized one of the ships, and ordered her cargo to be sold, notwithstanding the remonstrances of the Imperial Minister at the Hague. This misfortune was followed by another; an English privateer captured one of the homeward-bound ships very richly laden, which so discouraged the merchants, that they ordered a new ship they were then fitting out, to be laid up; but in May and June, 1721, two ships arrived safe from India, and in September two more, the cargoes of which sold so well, as to indemnify the merchants for former losses, and put them in a condition to carry on their commerce with more spirit. The only thing wanted was a legal establishment, which had been promised, but hitherto delayed, to avoid an open quarrel with the maritime powers, who had remonstrated against the violation of the Treaty of Munster, concluded in 1648, by which the Spaniards had agreed to preserve their trade and navigation within the limits as they were then conducted.

1723. In the month of August, the Emperor published the letters patent he had granted to the Ostend Company. In the preamble, the Emperor, in addition to the titles of the House of Austria, styled himself King of the East and West Indies, the Canary Islands, &c. with a view to grace this new and ample grant, which was for thirty years; with licence to trade to the East and West Indies, and on all the coasts of Africa, on both sides of the Cape of Good Hope, their ships observing the usual customs.

The capital was fixed at 6,000,000 florins, in 6000 actions or shares.—Twelve of these shares were to entitle the proprietor to a vote, but foreign proprietors were entirely excluded from voting.—The Company were authorized to ship military stores, and all kinds of merchandise, without any exception whatever.—They were permitted to build forts in whatever parts of the Indies they should think fit, and also to furnish them with all kinds of arms, artillery, and ammunition that they thought convenient.—They were likewise allowed to build and equip ships, of whatever size they thought proper, in any of the ports of his Imperial Majesty's dominions.—They were authorized to make leagues, treaties, and alliances with the

Princes and States in India, in the name of his Imperial Majesty, with this restriction, that they should not make war, without the leave of his Imperial Majesty, and his successors first had and obtained. In consideration of all of which grants and privileges, the Company bound themselves to offer, as a homage to the Emperor and his heirs, on every succession, a golden lion crowned, of the weight of twenty marks, holding under his two fore-paws the arms of the Company, which were a spread eagle displayed, with the terrestrial globe between his two heads, surmounted by an Imperial crown. Lastly, his Imperial Majesty undertook to protect and defend the said new Company against all who should unjustly attack them, and would even, in case of necessity, employ the whole force of his dominions to support and maintain them in the full and free possession and entire enjoyments of the commerce and navigation granted them by these letters patent, and obtain for them full damage and satisfaction from any nation, state, or potentate that should presume to trouble or disturb them; and would likewise, for the future, provide in every respect for their safety and welfare, by any treaties, alliances, or leagues into which his Imperial Majesty, or his successors, should hereafter enter into with any power whatever.

As soon as these letters patent were published and registered, the Directors took possession of their offices, and held their first general Court; in which it was resolved that the books of the Company should be opened at Antwerp on the 11th of August, which was accordingly done, and with such success as surprised all Europe; for the next day by noon the capital was entirely subscribed, and by the 1st of September the Company's stock was 15 per cent. above par.

The Company, under a full confidence of obtaining this charter, had dispatched a ship to India in January, 1723, to take possession of a piece of ground which they had obtained from the Great Mogul on the banks of the Hughley, where they built a small fort; and to form an establishment on the Coast of Coromandel, which they did at Covelong, and this they intended as their principal settlement. Their factors being chiefly persons who had before served either the English or Dutch East India Companies, managed their affairs with considerable success, and obtained permission to establish a factory at China.

1724. The English and Dutch East India Companies presented memorials to the Court of Vienna, in which they stated that the establishment of this new Company was in direct violation of treaties, and used every exertion to obtain either the revocation of the authority by which the Company acted, or at least a suspension of it; in the meantime they passed several severe laws, to prevent any of their own subjects having any concern in the capital of the new Company, or in the management of their concerns. France and Spain also took umbrage at this new establishment.

1726. Notwithstanding the strenuous opposition of all those nations engaged in the East India trade, the affairs of the Company appeared to be in a very prosperous state. Several ships arrived from India and China with valuable cargoes, the sale amount of which was about 5,000,000 florins. In the month of September a meeting of the proprietors was called, when the Directors stated to them that their trade had been so successful, that they were enabled to carry 250 florins to the account of every share in the capital, of which 750 had already been paid in, which completed the original amount of the share 1000 florins; but this prosperity was not sufficient to keep up the spirits of the proprietors under the pressure of the confederacy raised against them.

1727. The Court of Vienna, being likely to be brought into a war by her perseverance in favour of the Ostend East India Company, concluded a treaty with the maritime powers, which took away those apprehensions that the settlement of this Company had raised. The treaty was signed at Paris on the 26th of May, 1727, the first article of which runs thus—"His Imperial and Catholic Majesty, having no other view than to contribute to the public tranquillity of Europe, and observing that the commerce of Ostend has given birth to jealousy and uneasiness, consents that there shall be a suspension of the charter of the

Ostend Company, and of all the traffic between the Austrian Netherlands and the Indies, during the term of seven years." By the fifth article it was agreed, "That the ships which sailed from Ostend before this convention, the names whereof were to be given in a list on the part of his Imperial Majesty, were to be permitted safely to return home; and in case any of them should be taken, it was agreed that they should be *bona fide* restored with their cargoes."

This treaty was a terrible blow to the Ostend Company. The proprietors, aware that their absolute suppression would be required, turned their thoughts to consider whether some method might not be found of establishing themselves in some other part of His Majesty's dominions, where it might not be liable to those formidable objections which had been raised against this attempt in the Austrian Netherlands. Trieste and Fiume, both in the Gulf of Venice, were the only seaports in the Austrian dominions. The Emperor, who was desirous of participating in the East India trade, did his utmost to render these ports commodious; but the natural obstacles were too great to be surmounted; and much money was spent in the attempt of establishing magazines, and in repairing the fortifications, when the project was given up.

1730. The Directors then attempted to carry on a trade under the passports of the Kings of Prussia and Poland, in which they encountered great difficulties. One ship, the St. Theresa, under Polish colours, proceeded to Bengal for a cargo, where she was taken by the English; another, the Apollo, from China, under Prussian colours, arrived safe at Hamburgh in September, 1731. The ministers of the maritime powers resident in that city, presented a strong memorial to the Senate, insisting that the vessel should be sequestered, and her contents secured; but matters were not pushed to extremities: the Senate, however, prohibited the citizens from having any concern with vessel or cargo so circumstanced, and the proprietors were allowed to remove their goods away clandestinely.

1732. The Emperor in a rescript to his Minister at Hamburgh, dated October 1, 1732, states, "that being informed that the late Company of Ostend, notwithstanding the signification of his pleasure, had caused a ship, freighted with commodities from the Indies, to be sent thither, in order to be exposed to sale in that city, his Imperial Majesty, being resolved not to permit either the late Company, or any of the subjects of his hereditary countries, to carry on a trade contrary to treaties, desired that they would sequester any goods which might be brought thither." This determined conduct put an end to all the contrivances of the Directors of the Ostend Company to elude the suppression of their commerce with the East Indies, which had given so much uneasiness to the different maritime powers.

1775. In this year Mr. William Bolts, who had formerly been in the service of the English East India Company, presented a proposal to the Empress of Germany for establishing a trade with Africa and the East Indies from her ports in the Adriatic. The Empress approved of his proposal, and on the 5th of June, 1775, signed a charter, whereby she authorized him, during the space of ten years, to carry on a trade with vessels under the Imperial flag, from her ports in the Adriatic, to Persia, India, China, and Africa; to carry negro slaves from Africa and Madagascar to America; to take goods on freight, either for the Imperial ports, or any others, for account of foreigners, whose property should not be liable to confiscation, even if they should belong to nations at war with her; to take possession, in her name, of any territories which he might obtain from the Princes of India; and she declared, that the vessels belonging to him, or freighted by him, and the people belonging to them, should be exempted from arrest or detention at all times, whether of peace or war; that she would provide him with all the necessary passports, and would take care to obtain redress for him, if attacked or molested.

Having thus succeeded in obtaining a charter, Mr. Bolts formed a connexion with a mercantile house at Antwerp, Proli and Co. They agreed to fit out and load two ships at Leghorn and Trieste, and that

Mr. Bolts should proceed to India, in order to establish factories, and conduct the business, leaving the charter in the hands of his partners, with authority to form an Indian house of trade at Trieste. He then proceeded to London, where he purchased a ship, and sailed for Leghorn in March, 1776, from whence he departed for India. Having settled factories at Delagoa Bay, the Nicobar Islands, and on the Malabar Coast, he returned with three ships to Leghorn, where he arrived in May, 1781.

1781. The arrival of ships laden with East India goods in his dominions, induced the Grand Duke of Tuscany to favour Mr. Bolts, by whose exertions this measure had been brought about. He gave him a charter, dated May 29, 1781, for an exclusive trade between Tuscany and all the countries beyond the Cape de Verd Islands, to be conducted in two ships under Imperial or Tuscan colours, and to continue till the expiration of his Imperial charter.

Immediately that Mr. Bolts's arrival at Leghorn became known to his creditors in various parts of Europe, they got the ships and cargoes arrested. This measure took place in consequence of the treachery of his partners, who had refused to honour the bills he had drawn on them from India, and who left him to support all the charges he had incurred in forming the new establishments. Thus circumstanced, he was under the necessity of transferring the Imperial and Tuscan charters to his partners, in order to raise a joint stock of 2,000,000 florins. He renounced any right he might have in any ships they had sent to China during his absence, except a commission of 2 per cent. on the gross sales of the cargoes; and he took upon himself the property of a ship called the Grand Duke of Tuscany, with her cargo, which had been seized at the Cape of Good Hope in 1781. In return, they advanced him a sum of money to liquidate some of the most pressing demands upon him, for which they took security upon his property in the trade; it was also stipulated that he might for once send two ships to India or China on his own sole account, only paying to them 6 per cent. on the gross amount of the sales of their cargoes in Europe.

This agreement was confirmed by the Emperor Joseph II. who authorized them to raise the sum of two millions of florins, the proposed capital of the new "Imperial Company of Trieste for the Commerce of Asia." Proli and Co. immediately opened subscriptions to complete their capital, valuing the present stock of the Company at 1,000,000 florins, whereof 800,000 were their own, and 200,000 the property of Mr. Bolts; and for the remaining 1,000,000, they invited subscribers to take shares of 1000 florins each. They appointed themselves Directors at Antwerp, and Mr. Bolts, with another, Directors at Trieste; and they reserved, as a compensation to themselves, a commission of 2 per cent. on the gross sales in Europe.

At a meeting of proprietors, held at Antwerp in September, 1781, it was recommended, in consequence of the maritime powers being engaged in war, to send out as soon as possible six ships for China and India, two for the East Coast of Africa, and three for the Southern Whale Fishery. For these extensive outfits they proposed to borrow a large sum of money; and the proprietors present authorized them to raise a sum not exceeding the amount of their capital subscribed. The Directors immediately began to equip the ships they already had at Trieste and Leghorn, and contracted for the purchase of others in England. In April, 1782, they reported that they had 6,000,000 florins and six ships under the Imperial flag, all in active service. The hopes excited by the bustle attendant on these preparations, were considerably damped by the information they received of their factory at Delagoa Bay being destroyed by the Portuguese, who claimed the sovereignty and exclusive commerce of the East Coast of Africa.

1784. In this year five ships arrived at Ostend, which had been declared a free port in 1781, from China, having on board 3,428,400 lbs. of tea, exclusive of China-ware and other commodities. This fortunate arrival was counterbalanced by the Company's ship, the Imperial Eagle, having on board a very valuable cargo, being seized by their creditors in the harbour of Cadiz. Many of the proprietors were so

disheartened by this disaster, that they sold out their stock at near 40 per cent. below par, and the event soon shewed that the purchasers, even on those terms, were greater sufferers than the sellers; for in the same year the Company were declared bankrupts to the amount of 10,000,000 florins.

1787. Notwithstanding the Imperial Company were in such a situation, several ships were sent to India from Hamburgh, Ostend, Trieste, Leghorn, and several other ports, laden with large quantities of British manufactures, and in which merchants resident in London were interested, by which the markets were so overstocked, that most of those concerned in these adventures were ruined; and the commanders and officers of the English East Indiamen were such serious sufferers by this unexpected interference, that, by way of alleviation, the duties upon their investments were remitted by the Governments in India.

Since that period ships have occasionally visited India, under some of the above-enumerated flags; but the regulations which took place on the renewal of the English East India Company's charter in 1793, entirely put a stop to the foreign trade carried on with British capital; and the foreign merchants not having sufficient property to carry it on, it is now entirely at an end.

MELIAPOUR,

Or St. Thomé, is about three miles to the southward of Madras. This town, which lies close to the sea-side, is almost a heap of ruins. There are some churches, especially a cathedral, the See of a Bishop Suffragan to Goa, and in whose diocese are all the Portuguese churches on the Coast of Coromandel.

Inland there are high mountains, the northernmost of which is known from the others round it, by being rounder and flatter, with a church built on its top. This is called St. Thomas's Mount, in the neighbourhood of which are the country houses of many of the European residents in Madras.

At the time the Portuguese became possessed of Meliapour, it was quite in ruins; they changed the name of it to St. Thomé, from the discovery they had made that St. Thomas had suffered martyrdom near this place. Marco Paulo, who visited India in 1269, reports that he was informed that the body was deposited in a chapel in that city. It was discovered on the search made after it in 1522, and the remains were carried to Goa, where they were interred with much respect. It was to this place that the Bishop of Sherborn was sent by King Alfred, and returned with rich gifts of spices and pearls. The Portuguese rebuilt the city, and it became an opulent place, but it declined on the rise of Madras.

In July, 1672, St. Thomas was taken by the French, under De la Haye. In 1674 it was retaken by the Dutch, and given up to the King of Golcondah.

END OF THE FIRST VOLUME.

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