

TREATISE
ON
THE RIVER POLICE.

CHAPTER I.

Rise and progress of the Commerce of the River Thames.

—A short Account of the various chartered Companies for Foreign Trade.—The Ships and Vessels using the Port of London from the commencement of the present Century till the year 1798.—The progress and increase of the Navigation, and of the Shipping and Tonnage, in the Foreign and Coasting Trade, at different periods, in the course of the Century.—A general View of the present state of the Shipping, Vessels and Boats, in number 22,500, and the manner in which they are employed.—The Commerce of the River Thames at different periods.—Its rapid increase since the American War.—General View and Recapitulation of the whole Commerce and Shipping of the River Thames in 1798, and of the Property remaining stationary therein.—The annual amount of the whole calculated at above 75 millions sterling of Property exposed to Depredation.—General observations on the present Harbour of the Port of London.—Detail of its divisions and dimen-

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sions.—

sions.—Arrangements with respect to Shipping and Craft in the various Trades.—The extent and magnitude of the Coal Trade.—The average number of Ships and Vessels of all kinds, including stationary Craft and Boats at all times in the River, laden and unladen, estimated at nearly 8000.—An account of the Quays and Landing Places in the Port of London.—Their dimensions and the inconveniences attending them.—Observations on Warehouses for the accommodation of Merchandise; their inadequacy to the object.—The abuses which exist with respect to these Warehouses.—Rise and progress of the Revenue of the Port of London, from the year 1613 to the present period.—The wise arrangements of Government, in giving free scope to Trade, one of the causes of its increase during the present War.—Concluding Observations on the necessity of a well-regulated Police, to counteract the evils which result from Commercial opulence, by preserving and securing the privileges of Innocence, and the general interests of Society.

THE universal interest, which must inevitably be excited by every investigation, tending to develop the rise and progress of the *Commerce and Navigation of The RIVER THAMES*, now arrived at that proud height, which entitles it to claim a pre-eminence over all the Commercial Ports in the known world; renders it a matter of regret, that the want of specific documents,

documents, antecedent to the beginning of the 18th Century, must of necessity, limit the chief part of the following progressive view of this unparalleled source of national prosperity and aggrandizement, to a term of one hundred years.

The registers of the Customs furnish no accurate detail of the Trade, previous to the period when *Sir William Davenant* first systematized the public accounts; which have been recently so much improved by *Thomas Irving*, Esq. the present able, intelligent and indefatigable Inspector General of the Imports and Exports of Great Britain. It appears, however, that so early as the year 1558, the first of the reign of Queen Elizabeth, Commerce must have made some progress; since the same extent of legal Quays was then authorized as exists at present.

Previous to this period, and even during a considerable part of that Queen's reign, a large proportion of the trade and navigation was carried on by foreigners. (a) In the year 1561, it would seem that no Englishman in London followed the sole occupation of an Importer and Exporter. Of 327 persons

(a) In a letter written to Sir William Cecil, when Secretary of State, by the principal merchants of London, complaint is made, that, although no city in christendom had equal convenience for shipping, none was so slenderly provided. That a great want of English ships was experienced to lade goods for Spain, and that none were to be had, and that even 37 Hoys employed in those days, in bringing timber from Rye, had not an English seaman among them.

Stow's Hist. of London.

who are recorded in history to be merchants, their various professions are stated to be as follows :

Mercers	-	99	Cloth Workers	13
Grocers	-	57	Ironmongers	6
Drapers	-	29	Salters	- 2
Haberdashers		51	Girdlers	- 2
Merchant Taylors		25	Bowyers	- 1
Skinners	-	16	Leather Sellers	9
Fishmongers		12	Armourers	- 5
		<hr/>		
		289		38
		<hr/>		289
			Total	<hr/> 327

The Trade to foreign parts, in the way of speculative adventure, appears to have very early commenced with Africa, and the dominions of Russia ; and it is a curious circumstance, that in these voyages, the great Officers of State were generally concerned as individuals in the profit and loss. In 1563, an adventure was undertaken by several merchants to Maderabombo, in Africa, in which the Earl of Pembroke, Lord Robert Dudley, then Lord High Admiral, and Sir William Cecil, Secretary of State, had each shares. The expedition consisted of four vessels, navigated by 150 men ; “ *the wares and victuals* for “ the Negroes, with their apparel and habiliments of “ war, amounted to 1190*l.* and the whole charge of “ the adventure to 3300*l.*” in which were concerned the three Statesmen abovementioned, five merchants, and two mariners.

Various

Various other voyages of a similar nature, are recorded to have taken place, in the early periods of the same reign, in which the Queen's ministers were adventurers. Yet some spirit of adventure must have prevailed previous to this reign: for the first Charter to the HAMBURGH COMPANY, was granted as far back as 1406, by Henry the IVth. and renewed by succeeding Sovereigns in 1413, 1442, 1493, 1505, 1506, 1509, 1517, 1531, 1547, 1553, 1564, 1586, 1605, and 1661.

THE RUSSIA COMPANY which was first projected in the reign of Edward VI, was chartered in the 1st and 2nd of Philip and Mary, A. D. 1555, and confirmed by a private Statute passed in the 8th of Elizabeth.

The EASTLAND, or *North-Sea Company*, was established by Charter in 1579, in the 21st year of the reign of Queen Elizabeth. This Charter was confirmed by Charles I. in 1629, and by Statute 25 Car. II. c. 7, this Trade was in a great measure laid open.

THE EAST-INDIA COMPANY was originally chartered by Queen Elizabeth in 1599. Their first adventure commenced with 4 Ships, in 1600, exactly two centuries ago. The original shares were £50 each, and their first Capital amounted to £369,891. 5s.

In 1685, the Property of the Company, deducting bad debts, was only estimated at £739,782 10s; and about this period they employed about 40 Ships, including the Country Traders, to the East-Indies and China. The tonnage of these Ships, was no

doubt very inconsiderable, compared with those now in the same Trade.

The small progress made by this great Company during the seventeenth century, gave but little promise of its gigantic strides since that æra; and particularly since the middle of the eighteenth century, not only in the extension of its Commerce, but in the acquisition of territorial Revenues and Power. The future Historian, will, with astonishment, record a series of events, the success and the ultimate issue of which, are unexampled in the history of the World. Without meditating projects of dominion, a Company of Commercial Traders have adventitiously become the Sovereigns of many rich and powerful Kingdoms—and that too almost within the period of the services of one of the present Directors. (*b*)

THE TURKEY COMPANY was established also about the latter end of the long reign of Queen Elizabeth, by temporary Charters in 1581 and 1593; and afterwards confirmed by another Charter granted in the 3d year of James I.—and by Letters Patent of 13 Car. II.—This Company is now regulated by Statute 26. Geo. II. c. 18.

During the Seventeenth Century, and previous to any authentic Records being preserved of the Trade of the Port of London, a new source of Commerce was opened by the discovery and settlement of various Colonies in America. Even as far back as the years 1584 and 1585, Sir Walter Raleigh sent

(*b*) Mr. Manship, who has been in the Direction 40 years.

9 Ships

9 Ships to Virginia; and he appears to have been the first importer of Tobacco from that Country, an article which produced a Revenue to the Crown for the year ending the 5th of January 1799, of no less than £.848,493.

During the same century the Sugar Colonies had their origin, which from being totally unproductive, now give employment to above 450 Ships in the Port of London alone; and yielded a Revenue of upwards of £2,000,000 sterling on the importation of the year 1799.

THE AFRICAN COMPANY was established in the reign of Charles II. in the year 1663. The Trade of this Company was in a great measure opened to the Public by the Statute 23 Geo. II. c. 31, and is regulated by several subsequent Statutes.

THE HUDSON'S-BAY COMPANY was also chartered, by Charles the II^d. to trade on a Capital of £10,500 in the year 1681.

Thus it appears, that although the precise extent of the Trade cannot be ascertained from authentic documents, the Commerce, Shipping, and Navigation of the Port of London, must have been progressively increasing during a considerable part of the Seventeenth Century.

Previous to that æra, Trade was certainly very limited, and its principles little understood. The Records of that early period, discover misconceptions and absurdities, with regard to the effect and operation of Commerce upon the interest and welfare of the State, which strongly demonstrate the length of
time,

time, necessary to enlighten the human mind upon subjects of Commercial or Political Economy.

It is only by an accurate record of facts that the judgment can be matured, and true estimates formed, of the measures which may be advantageously pursued for the interest either of *States*,—*Bodies politic*,—or *Individuals*.

Having, therefore, the aid of Official Documents, by which the state and the progressive improvement of the Trade of the Port of London, can be traced for the last hundred years,—it is proposed, first to bring under the consideration of the Reader, a detailed and progressive view of the

I. SHIPS, VESSELS, AND CRAFT, IN THE RIVER THAMES.

It appears from authentic Accounts, that the ships and vessels trading to the River Thames for a Century past, have been progressively increasing not only in number but also in their burden.

It is stated in the Report of the Dock Committee of the House of Commons 1796;—that the average Tonnage of *Ships trading beyond Sea* was

	<i>Tons.</i>
In 1702	96
1751	132
1794	194

That the average Tonnage of *Coasters* was—

	<i>Tons.</i>
In 1750	80
1795	101

In-

Exhibiting an increase of 1181 Ships and 310,914 Tons in the space of 50 years.

From the year 1750 to nearly the close of the Century, but particularly within the last 15 years, the progressive increase of the Shipping has exceeded any other period: and when the great proportional Augmentation of Tonnage is considered, it may be truly said to have been rapid beyond all example; as appears from the following Statement:

A. D.	Vessels.	Tons.
1797—In the Coasting Trade	10,175	1,205,650 (c)
In the Foreign Trade		
British Ships	1,426	330,392 } (d)
Foreign ditto	1,843	226,856 }
	<hr/>	<hr/>
Total	13,444	1,762,898
	<hr/>	<hr/>

Thus exhibiting an increase of 5,366 Ships, and 1,016,849 Tons; the latter having considerably more than doubled within the last half Century.

The Table in pages 11 and 12, containing the specific extent of the Coasting Trade to and from the River Thames to every Port in England, Wales, and Scotland; with that in page 13, shewing the aggregate number of Ships for a series of years, employed in the general Commerce of the Port, will be found materially to tend to the further elucidation of the foregoing Comparative Statements.

(c) See pages 11 and 12.

(d) See page 13.

(c) As it must be no less curious than interesting, (particularly to those who are engaged in Nautical Pursuits,) to be able to ascertain the nature and specific extent of the immense COASTING TRADE of the River Thames. The following General View of the whole, is selected from the Appendix to the Report of the Committee of the House of Commons, for improving the Port of London in 1796, and from other Documents.

COASTING TRADE, Between the PORT of LONDON, and the PORTS in ENGLAND and WALES.							
Towns.	No. of Vessels.	No. of Voyages	Total No. of Voyages	Towns.	No. of Vessels.	No. of Voyages	Total No. of Voyages
Hull	100	9	900	<i>Brought over</i>	458	4834
Yarmouth . .	30	9	270	Scarborough	3	9	27
Ipswich . . .	30	14	420	Aberistwith	3	6	18
Rochester . .	20	24	480	Aar	2	4	8
Malden . . .	20	24	480	Bridgewater	2	4	8
Liverpool . .	18	3	54	Barnstable . .	2	4	8
Boston	16	9	144	Bideford . . .	2	4	8
Colchester . .	14	16	224	Chepstow . . .	2	3	6
Harwich . . .	14	16	224	Cowes	2	9	18
Stockton . . .	12	9	108	Deal	2	16	32
Newcastle . .	12	9	108	Fowey	2	5	10
Woodbridge	12	9	108	Folkstone . . .	2	15	30
Weymouth . .	12	6	72	Lancaster . . .	2	3	6
Exeter	8	6	48	Padstow	2	4	8
Faversham . .	8	24	192	Queenboro' . .	2	24	48
Aldborough . .	8	12	96	Sunderland . . .	2	9	18
Arundel . . .	8	9	72	Whitehaven	2	3	6
Bridlington . .	8	6	48	Eastbourn . . .	1	12	12
Plymouth . . .	8	4	32	Falmouth . . .	1	4	4
Leigh	8	24	192	Glocester . . .	1	3	3
Whitby	6	8	48	Hartlepool . . .	1	4	4
Beaumaris . .	6	4	24	Sundries			576
Barmouth . . .	6	4	24				
Bristol	6	2	12	Total	496	5692
Newhaven . . .	6	6	36				
Portsmouth . .	6	7	42	WALES.			
Aberdovy . . .	4	4	16	Cardigan	8	4	32
Clay	4	9	36	Caermarthen	6	4	24
Chester	4	3	12	Cardiff	6	4	24
Chichester . .	4	6	24	Carnarvon . . .	4	4	16
Hastings . . .	4	14	56	Milford	4	3	12
Lynn	4	9	36	Swansey	2	4	8
Lime	4	6	24	Llanelly	2	4	8
Neath	4	4	16				
Pool	4	6	24	Total	32		124
Penzance . . .	4	3	12				
Rye	4	9	36				
Southampton .	4	7	28				
Wells	4	8	32				
Wisbeach . . .	4	6	24				
	458		4834				

(Continued in the succeeding page.)

COASTING TRADE,
Between LONDON and SCOTLAND.

Towns.	No. of Vessels.	No. of Voyages.	Total No. of Voyages.
Aberdeen	20	6	120
Berwick	14	14	196
Leeth	12	4	48
Bo-ness	10	4	40
Perth	8	12	96
Dundee	8	8	64
Montrose	4	6	24
Greenock	4	6	24
Alemouth	4	9	36
Thurso	4	4	16
Anstruther	2	2	4
Alloe	2	2	4
Dunbar	2	2	4
Kirkwell	2	2	4
Preston Pans	1	4	4
Total . .	97		684

RECAPITULATION.

	Vessels.	Voyages.
England	496	5692
Wales	32	124
Scotland	97	684
Total for Great Britain . .	625	6500

For

(d) For the purpose also of further elucidating those Comparative Statements, the Reader is referred to the following interesting Tables; for which the Author is indebted to the very valuable Report of the Committee of the House of Commons on the London Docks in 1796: Appendix G. and H. As also the Report of the Select Committee upon the Improvement of the Port of London in 1799: Appendix D 2. D 9. pages 73, 86.

FOREIGN TRADE.						
British Ships.			Foreign Ships.		Total of British & Foreign.	
Years.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.
1702	839	80,040	496	76,995	1335	157,035
1751	1498	198,023	184	36,346	1682	234,369
1790	2254	431,890	1161	149,205	3415	581,095
1795	1841	389,317	991	189,136	2832	578,453
1796	2007	436,843	2169	287,142	4176	723,895
1797	1425	330,392	1843	226,856	3269	557,248
1798	1649	397,096	1771	229,991	3420	627,087

COASTING TRADE.

Years.	Vessels.	Tons.
1700	5,562	218,100
1750	6,396	511,680
1790	9,278	927,800
1795	11,964	1,196,400
1796	10,629	1,323,532
1797	10,781	1,360,823
1798	10,133	1,250,449

TONNAGE of COASTERS in 1798.

Under 100 Tons . . .	5873	
100 .. to 150 . . .	859	
150 200 . . .	98	
200 400 . . .	14	
		Tons.
	6844 . . .	500,636
Colliers average 228 Tons . .	3289 . . .	749,813
		<hr/>
	10,133 . .	1,250,449

Upon

Upon the whole, therefore, the increase of the Ships and Vessels employed in the Trade of the River Thames, in the course of the 18th Century, may be exhibited in the following point of view :

	<i>Increase of Vessels.</i>	<i>Increase of Tonnage.</i>
Vessels in the Coasting Trade	4613	927,550
(e) British Vessels in Foreign Trade	587	250,352
Foreign Vessels in ditto	-	1347
	<hr/>	<hr/>
Total increase in a Century	6547	1,327,763

This extensive Navigation employs, as we have already seen, the vast number of 13,444 Ships and Vessels in the *Foreign, Colonial, and Coasting Trade*, (including their repeated voyages) : besides 2288 Lighters, Barges, and Punts employed in the Trade of the River Lea, and the Upper and Lower Thames.—If to these should be added, the Stationary Craft consisting of 3336 *Barges, Lighters, and Punts*, used in the lading and discharging of Vessels, together with 83 Boats, Sloops, Cutters, and Hoys, (f) 3000 Watermen's Wherries, (g) 155 Bumboats, (h) and 194 Peterboats;

(e) This comparison having been made after a five years' war, which rendered it necessary to navigate through the medium of Foreign ships, the British are diminished, and the Foreign vessels increased in a much greater proportion, than if such comparison had been made in a period of peace.

(f) See Statement in the succeeding page.

(g) The Watermen's Company was first founded in 1556, and consists at present, as appears from the Report of the Dock Committee in 1796, of

Freemen	-	8283	}	Total about 12,283.
Persons not free	-	2000		
Apprentices	-	2000		

This Company is governed by 11 Rulers, 7 Auditors, 5 Comptrollers, and 30 Assistants. They admit about 300 Apprentices yearly
in

boats; the aggregate number (exclusive of Ships of War, Transports, and Navy, Victualing, and Ordnance Hoys) will be found to amount to 22,500 trading Ships and Vessels of various sizes and dimensions, either frequenting the River in the course of a year, or remaining stationary within the limits of the Port. This is further illustrated in the two subsequent pages, containing a General Abstract of the number of Ships and Vessels of various sizes and dimensions, either frequenting or remaining stationary in the River Thames, in the years 1797 and 1798, and the mode of employing the same.

(f) From the Report of the Committee of the House of Commons on the London Docks in 1796, (Appendix S. s.) it appears, that the aggregate number of CRAFT, (exclusive of Ships, Boats, Wherries, and Pleasure Boats,) in active Service in the Port of LONDON, in April 1796, was stated to be as follows:—

	Vessels	Tons.	Average Tonnage.
Barges used principally for Coals	2196	71,903	} 33
Ditto employed in the Deal Trade	400	13,200	
Lighters in the West-India and other Trade	402	15,454	39
Punts employed chiefly in Export Trade	338	6,810	20
	3336		
Boats	57	1,332	24
Sloops	6	161	27
Cutters	10	711	71
Hoys	10	585	58
Total	3419	110,156	

in time of war, and 400 in peace. 4000 are said to be employed in the Navy at present. These Watermen navigate the 3000 Wherries, and the chief part of the 3336 Craft employed in the River.

(b) Bumboats were put under certain Regulations, by the Act of the 2d Geo. 3. cap. 28. as to which, see *post* Chapter II,

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The preceding Statements are further illustrated by the following
GENERAL ABSTRACT:—

Ships and Vessels which have Arrived and which are Stationary in the River Thames, 1797, and 1798.		
Vessels.	Detail of Shipping.	No. of Voyages.
FOREIGN TRADE.		
1300	Foreign vessels	1843
(i) 1101	British vessels	1425
		3268
COASTING TRADE.		
418	Colliers	3676
(k) 625	Coasters	6500
3444		13,444
RIVER TRADE.		
88	Lighters, Barges, and Punts, employed in the Inland Trade of the Upper and Lower Thames and River Lea	2288
RIVER CRAFT for the Use of the TRADE.		
2596	Barges	} 3336
402	Lighters	
338	Punts	
57	Boats	} 83
6	Sloops	
10	Cutters	
10	Hoys	
3000	Wherries	3000
155	Registered and Licensed Bum-Boats	155
194	Peter-Boats	194
10300	Total	22,500

(i) 1860 Ships belonged to the Port of London in 1798, including East-Indiamen, making 374,000 Tons:

Of these 1109 were under 200 Tons.	30 from 430 to 550 Tons.
368 from 200 to 300 ditto.	22 . . . 600 to 735 ditto.
186 . . . 300 to 350 ditto.	95 . . 1300 . . . ditto.
50 . . . 350 to 400 ditto.	

1860

(k) It appears from Appendix (D. 7.) page 84, and (D. 8.) page 86, in the Second Report of the Select Committee, for improving the Port of London, printed in 1799;

	Ships.	Tons.
That the Number of Colliers which arrived in 1798, including three repeated Voyages, was	3289	749,813
The Number of Coasters the same year, were	6844	500,636
Total	10,133	1,250,449

In 1798—5007 of the above vessels cleared outwards, and

5126 Colliers & Coasters left the Port in Ballast.

In the same Appendix the Vessels and Voyages are stated thus:

		Average voyages.
Newcastle	355 vessels 83,429 Tons	5 in a year.
Sunderland	200 vessels 35,765 Tons	3 in a year.

Mode of employing the Vessels in the River Thames in
1797, and 1798.

In what manner employed.	No. of Voyages.
East India Trade	53
West India Trade	346
British Continental Colonies	68
Africa, and the Cape of Good Hope	17
Southern Fishery	29
Greenland Fishery	16
United States of America	140
Mediterranean and Turkey	72
Spain	121
Portugal	180
France	56
Austrian Flanders	66
Holland	329
Germany and Hamburgh	235
Prussia	608
Poland	69
Sweden	109
Denmark and Norway	202
Russia	230
Foreign Coasting { Guernsey, &c.	45
{ Ireland	276
Coal Trade { Newcastle	329
{ Sunderland	69
{ Blyth Nook	20
<hr/>	418
	3676
British Coasting Trade 625 { 100 Hull Traders	900
{ 396 Other Ports in England	4792
{ 32 Ports in Wales	124
{ 97 Ports in Scotland	684
<hr/>	6500 (1)
Wherries for Passengers and Parcels	3000
River Trade in the Thames and Lee	2288
RIVER CRAFT.	
Barges employed in the Coal Trade	2196
Ditto in the Timber Trade	400
<hr/>	2596
Lighters employed in West-India and American, } and other Trade	402
Punts employed in Import and Export Trade	338
Boats, Sloops, Cutters and Hoys, employed in } carrying Goods and Passengers	83
Bumboats Licenced to hawk Goods among the } Shipping	155
Peter Boats employed in Fishing, &c.	194
<hr/>	
Total	22,500

(1) See page 11.

II. COMMERCE OF THE RIVER THAMES.

At the Commencement of the 18th Century in the year 1700 :—

	£.	s.	d.
The Imports amounted to	4,875,538	13	11
The Exports to	5,387,787	4	4
<hr/>			
Total exclusive of the Coasting Trade, of which there are no authentic Documents (<i>m</i>)	£.10,263,325	18	3

At the middle of the Century, namely, in the year 1750 :—

	£.	s.	d.
The Imports appear to be	5,540,564	4	8
The Exports -	8,415,218	2	5
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(<i>n</i>) Total exclusive of Coasting Trade	£.13,955,782	7	1

No very rapid progress appears, therefore, to have been made during the first fifty years of the Century, either in Shipping, or in the extent and advancement of Commerce; the increase in the latter in so long a period, being only 3,692,456*l.* 8*s.* 10*d.* Singular as it may appear, it was not till after the American War, and the total loss of the Colonial Possessions, that the progress of Trade in the Port of London, or the Nation at large, exhibited that degree of rapidity, which has raised this Country to its present enviable height. This fact is ascertained by the following General View :

(*m*) See Appendix D, of the Report of the Committee of the House of Commons, 1796.

(*n*) Ibid.

GENERAL VIEW

OF THE IMPORTS AND EXPORTS OF THE PORT OF LONDON,

For every Tenth Year, from 1710 to 1790; and for every Year
from 1791 to 1798, inclusive.

MADE UP TO JULY 4, 1799.

[See APPENDIX D. to the Report of the Dock Committee 1796:
And APPENDIX D. 13. page 89, to the Report of the Committee
for improving the Port of London in 1799.]

Years.	Value of Imports.			Value of Exports.		
	£.	s.	d.	£.	s.	d.
1710	2,894,757	7	6	4,622,370	12	2
1720	4,958,101	17	5	5,008,245	17	2
1730	6,224,882	8	7	6,344,765	10	2
1740	4,904,248	11	1	5,593,734	3	4
1750	5,540,565	4	8	8,415,218	2	5
1760	7,063,395	13	6	10,726,709	0	10
1770	8,889,868	0	9	9,267,709	0	10
1780	6,794,021	0	1	6,837,960	4	9
1790	12,275,546	14	6	10,716,548	14	1
1791	12,016,229	5	2	12,944,192	8	10
1792	12,071,674	8	9	14,742,516	13	4
1793	12,224,745	7	4	12,660,463	6	11
1794	14,863,238	8	11	16,578,802	10	10
1795	15,384,777	14	5	16,523,001	6	8
1796	14,871,546	2	5	18,410,499	17	9
1797	13,065,290	19	4	17,721,441	4	5
1798	(c)			18,002,204	1	3

(c) From the particular manner in which the Importations from India and China are brought to account in the Books of the Customs, no account could be rendered of that Branch of Trade; and, therefore, the General Account of the Imports into the Port of London could not be given at the time of making up the above Table.

From the year 1790 to the year 1796, a period of only six years, it is worthy of remark, that the Trade of the Port of London, notwithstanding the existence of the War, increased more than triple the amount of its advance during the first fifty years of the Century, as the following statement will shew:

	£.	s.	d.
Imports and Exports in 1796	33,282,046	0	2
Idem in 1790	22,992,095	8	7
Increase	<u>£.10,289,950</u>	<u>11</u>	<u>7</u>

On examining the Imports and Exports of the last four years, from 1796 to 1799 inclusive, it appears that no material increase, in the Commerce of the Port of London has taken place within that period: but it is ascertained by the annexed statement, extracted from the Appendix (D. 14) page 90, to the 2d Report of the Committee for the improvement of the Port of London, in 1799, that there has actually been, a very considerable augmentation of Trade in several of the Out-ports, thus exhibiting a progressive advance in the National Commerce every year. (p)

(p) EXPORTS AND IMPORTS OF ALL THE OUT-PORTS OF ENGLAND.

	Exports.			Imports.		
1793	£.6,704,965	9	1	£.5,598,529	6	6
1794	9,084,469	9	8	5,981,760	10	8
1795	9,622,345	11	6	6,083,591	13	8
1796	10,785,790	10	10	6,591,163	13	0
1797	9,978,448	0	6	6,455,581	9	2
1798	13,920,316	12	4	7,739,135	5	11

But,

But, great as the value of this Commerce appears to be, it is now discovered, through the medium of the convoy duties imposed by Stat. 38 Geo. III. c. 76. under which a per centage is levied, with some few exceptions, on the *real value* of the Merchandize imported and exported, that the principle of valuation, established by Sir William Davenant above a Century ago (and continued ever since) does not apply to the present period.

By following this new and more correct *datum*, the Nation has the satisfaction to learn, that the marketable value of the Merchandize imported and exported, is nearly double the amount of the ancient Estimates; which consequently, are now no further useful, than as they exhibit the relative comparison between one year and another.

For the purpose, therefore, of approaching as near to the truth as possible, and that the Author might be enabled to lay before his Readers a comprehensive view of the whole Trade of the River Thames, according to its true value, he has bestowed considerable labour in arranging the Table here introduced; in which is exhibited a general display of the Navigation and Commerce of the Port of London, in a manner calculated to convey to the mind of the Reader, not only a clear and accurate conception of its unparalleled magnitude, but also of the nature of the several articles of Trade and Manufacture, which are the objects of that Commerce: a detail, which cannot fail to produce a con-

viction of the indispensable necessity of a well-planned and energetic System of *River Police*; to regulate and control the œconomy of so vast a machine, and to protect such an astonishing mass and variety of Property, in its repeated transits to and from the Ships and Vessels, until it can be ultimately deposited in places of security. This detail also may serve to show, how inefficient and abortive must all the efforts of Individuals prove in preventing Plunder, and Depredation, without the superior power of Legislative aid.

In contemplating this vast extent of Commercial Aggrandisement, we discover also no inconsiderable proportion of those immense resources, which have contributed, in so great a degree, to the power and splendor of the Nation: and these resources are further illustrated by the *General Recapitulation*, exhibiting a comprehensive view of the whole, including what may be denominated the *Local Trade*; and also, the Value of the Shipping and Craft belonging to British Subjects, and employed in the extensive Commerce of the Port of London,

GENERAL VIEW

Of the whole COMMERCE and SHIPPING of the RIVER THAMES, taken from Authorities and Documents applicable to the Year ending the 5th *January*, 1798; with the true Valuation of the Merchandise IMPORTED and EXPORTED from and to Parts beyond Seas, ascertained on the New Principle established by the CONVOY DUTIES: Exhibiting also the Number of Vessels and the aggregate Tonnage employed in each particular Branch of the FOREIGN and COASTING TRADE.

Specification of Trading Countries.	Number of Ships, including repeated Voyages.	Aggregate Tonnage.	IMPORTS into the PORT of LONDON.			EXPORTS from the PORT of LONDON.			Total Value of Merchandise Imported and Exported.															
			Specification of Articles.	Value of Merchandise Imported.		Specification of Articles.	Value of Merchandise Exported.																	
FOREIGN TRADE.																								
East Indies	53	4,1456	{ Tea, China, Drugs, Nankeens, Muslins, Calicoes, Long Cloths, Cotton, Cotton Yarn, Pepper and Spices, Salt-Peter, Indigo, Raw and Manufactured Silks, Sugars, &c. &c. }	£. 6,544,402	s. 10	d. 2	{ Linens, Woollens, Haberdashery, Hosiery, Hats, Shoes, Hardware, Wrought Iron, Jewellery, Plated Goods, Tin, Copper, &c. }	£. 3,957,905	s. 5	d. 1	£. 10,502,307	s. 15	d. 3											
West Indies	346	101,484	Sugar, Rum, Coffee, Cocoa, Pimento, Ginger, Cotton, Dye Woods, &c.	7,118,623	12	8	Linens, Woollens, Haberdashery, Cotton Goods, Provisions, Herrings, &c.	3,895,313	18	7	11,013,937	11	3											
British Continental Colonies	68	13,986	Furs, Skins, Fish, Oil, Corn, Masts, and other Timber	290,894	4	10	British Manufacture of all Kinds, Tea, Sugar, &c. &c.	1,347,250	1	7	1,638,144	6	5											
Africa and the Cape	17	4,336	Fruit, Wax, Gums, Elephant's Teeth, Palm Oil, Wine, &c.	82,370	15	0	Linens, Cotton Goods, Arms, Liquors, Gunpowder, &c. &c.	449,075	19	3	531,416	14	3											
Southern Fishery	29	7,461	Oil, Spermaceti, Whale-bone, and Skins	250,684	3	2	Ships-Chandlery, Fishing Tackle, Stores and Provisions	54	16	4	250,743	19	6											
Greenland Fishery	16	4,769	Blubber and Whale-bone, Seal Oil, &c.	64,143	0	8	Ships-Stores, Fishing Tackle, Stores and Provisions for the Ships	0	0	0	64,142	0	8											
States of America	140	32,213	Tobacco, Rice, Indigo, Cotton, Corn, Oil, Skins, and Naval Stores	1,517,380	2	8	British Manufactures, and Foreign Goods, &c. &c.	3,898,864	12	9	5,416,250	15	5											
Mediterranean and Turkey, &c.	72	14,757	Silk, Wine, Oil, Cotton, Drugs, Dye Stuffs, Fruits, &c.	390,794	19	10	British Manufactures, Fish, East India Goods, &c.	118,914	3	7	509,709	3	5											
Spain and Canaries	121	16,509	Wine, Oil, Fruit, Wool, Cork, Drugs, &c.	776,686	13	2	British Manufactures, Fish, and some Foreign Goods	171,073	4	6	947,759	17	8											
Portugal and Madeira	180	27,670	Wine, Fruit, Cotton, Cork, Salt, &c.	414,359	7	2	British Woollens, and other Manufactures	438,877	16	2	853,237	3	4											
France	56	5,573	Wine, Oil, Fruit, Cotton, Brandy, &c.	15,951	17	8	Tobacco, and Foreign Merchandise	859,974	16	0	875,926	13	8											
Austrian Flanders	66	5,104	Silk, Fine Yarns, Corn, &c.	21,027	3	2	Tobacco, and East and West India Produce, Rice, &c.	118,064	2	2	139,091	5	4											
Holland	329	19,166	Corn, Wine, Gin, Brandy, Flax, Dye Stuffs, Provisions, Seeds, &c.	673,241	17	4	Tobacco, Rice, and other West India Produce	1,538,120	3	6	2,211,362	0	10											
Germany	235	37,647	{ Corn, Wine, Linen, Linen Yarn, Silk, Skins, Drugs, Smalts, Ashes, Oak Bark, Seeds, &c. &c. }	2,658,011	8	2	British Manufactures, and East and West India and American Goods	8,014,260	3	0	10,672,271	11	2											
Prussia	608	56,955	Deals, Masts and Timber, Corn, Ashes, &c.	220,827	14	0	British Manufactures, and East and West India and American Goods	211,662	12	0	432,490	6	0											
Poland	69	17,210	Corn, Timber, Deals, Linens, &c.	207,477	0	0	British Manufactures, and East and West India and American Goods	35,468	18	3	242,945	18	3											
Sweden	109	14,252	Corn, Iron, Deals, Pitch, Tar, &c.	152,707	6	10	British Manufactures, and Foreign and West India Produce	169,295	18	4	322,001	5	2											
Denmark and Norway	202	48,469	Corn, Timber, Deals, Iron, &c.	94,821	3	6	British Manufactures, and Foreign Merchandise	711,082	10	8	805,903	14	2											
Russia	230	56,131	Hemp, Linens, Tallow, Ashes, Iron, Masts, Deals, &c.	1,565,118	7	6	British Manufactures, and East and West India Goods, &c.	452,106	16	7	2,017,225	4	1											
Total Foreign Trade	2946	525,148		23,059,533	7	6		26,387,363	18	4	49,446,897	5	10											
COASTING TRADE.																								
Foreign Coasting. { Guernsey	46	5,344	Wine, Brandy, Geneva, Prize Goods, Paving Stones, &c.	218,916	12	8	British and Foreign Merchandise, Corn, Provisions, &c.	83,281	12	1	302,198	4	9											
Jersey																								
Alderney																								
Ireland	276	32,824	{ Linens, Salt Provisions, Corn, Hides, Tallow, Butter, Linen and Woollen Yarn, and Manufactures, &c. &c. }	1,878,971	7	2	{ British Manufactures, and East and West India and American Produce of all Kinds, &c. }	659,922	14	1	2,538,894	1	3											
Coal Trade	3676	656,000												Coals from Newcastle, Sunderland, and Blythnook	1,700,000	0	0	Groceries, Teas, East and West India Goods, &c.	10,000	0	0	1,710,000	0	0
England and Wales	5816	500,000												{ Corn, Flour, Beer, Cyder, Butter, Cheese, Fruits and Provisions, and Manufactures of all Kinds }	3,900,000	0	0	{ East and West India Goods, Tobacco, Rice, Cotton, Groceries, and Dry Goods of various Kinds }	2,200,000	0	0	6,100,000	0	0
British Coasting. { Scotland	684	60,000	{ Cotton and Muslin Manufactures, Damask, Diaper, Ofnaburgs, Linens, Hosiery, Herrings, Salmon, Salt Fish, Cast Iron, Coals, Paving Stones, &c. }	200,000	0	0	Ditto Ditto	300,000	0	0	500,000	0	0											
	13444	1,779,316		39,957,421	7	4		29,640,568	4	6	60,597,989	11	10											

* * * The Value of Imports and Exports in the Coasting Trade cannot be ascertained by the Public Accounts; what is here stated is merely the supposed Value on the best Data that could be found.

The following table shows the results of the
 experiments conducted on the 15th of
 the month of August 1881.

Experiment No.	Time	Result
1	10.00	...
2	10.15	...
3	10.30	...
4	10.45	...
5	11.00	...
6	11.15	...
7	11.30	...
8	11.45	...
9	12.00	...
10	12.15	...
11	12.30	...
12	12.45	...
13	13.00	...
14	13.15	...
15	13.30	...
16	13.45	...
17	14.00	...
18	14.15	...
19	14.30	...
20	14.45	...
21	15.00	...
22	15.15	...
23	15.30	...
24	15.45	...
25	16.00	...
26	16.15	...
27	16.30	...
28	16.45	...
29	17.00	...
30	17.15	...
31	17.30	...
32	17.45	...
33	18.00	...
34	18.15	...
35	18.30	...
36	18.45	...
37	19.00	...
38	19.15	...
39	19.30	...
40	19.45	...
41	20.00	...
42	20.15	...
43	20.30	...
44	20.45	...
45	21.00	...
46	21.15	...
47	21.30	...
48	21.45	...
49	22.00	...
50	22.15	...
51	22.30	...
52	22.45	...
53	23.00	...
54	23.15	...
55	23.30	...
56	23.45	...
57	24.00	...
58	24.15	...
59	24.30	...
60	24.45	...
61	25.00	...
62	25.15	...
63	25.30	...
64	25.45	...
65	26.00	...
66	26.15	...
67	26.30	...
68	26.45	...
69	27.00	...
70	27.15	...
71	27.30	...
72	27.45	...
73	28.00	...
74	28.15	...
75	28.30	...
76	28.45	...
77	29.00	...
78	29.15	...
79	29.30	...
80	29.45	...
81	30.00	...
82	30.15	...
83	30.30	...
84	30.45	...
85	31.00	...
86	31.15	...
87	31.30	...
88	31.45	...
89	32.00	...
90	32.15	...
91	32.30	...
92	32.45	...
93	33.00	...
94	33.15	...
95	33.30	...
96	33.45	...
97	34.00	...
98	34.15	...
99	34.30	...
100	34.45	...

RECAPITULATION.

	Ships including their repeated voyages.	Aggregate Tonnage.	Value of Imports		Value of Exports.	
			£.	s. d.	£.	s. d.
Foreign and Colonial Trade, &c. - -	2946	525,148	23,059,533	7 6	26,387,363	18 4
Foreign Coasting.						
Guernsey, Jersey, &c.	46	5,344	218,916	12 8	83,281	12 1
Ireland - - -	276	32,824	1,878,971	7 2	659,922	14 1
British Coasting.						
Coal Trade - -	3676	656,000	1,700,000	0 0	10,000	0 0
England and Wales	5816	500,000	3,900,000	0 0	2,200,000	0 0
Scotland - - -	684	60,000	200,000	0 0	300,000	0 0
	13,444	1,779,316	30,957,421	7 4	29,640,568	4 6
					30,957,421	7 4
Total Imports and Exports					£.60,597,989 11 10	

To which add Inland Trade, &c.

Local Trade within the limits of the Port in upper & Lower Thames, and the river Lea.	} 88	Barges and Punts, &c. including repeated voyages with Grain, Malt, Timber, &c. estimated at	-	-	235,000	0 0
---	------	---	---	---	---------	-----

Add also the value of British Shipping, &c.

Estimated Value of British Shipping, Tackle and Apparel, trading to, and stationary on the River Thames.	} 1401 } } 418 } } 496 } } 32 } } 97 } } 3507 } } 3349 }	British vessels in Foreign Trade, average	7600,000	0 0			
		Colliers - - -	700,000	0 0			
		England, } Wales, } Scotland }	Coasters - -	525,000	0 0		
		River Craft and Traders	350,000	0 0			
		Wheries, Bumboats and Peter Boats	25,000	0 0	9,200,000	0 0	
		9300					
Total property in the River Thames, annually					70,032,989 11 10		

Thus

Thus it would appear, that the estimated value of the Commercial Property which floats in the River Thames, in the course of a year, exceeds *Seventy Millions sterling!* When to this we add the Coals, and Goods of all kinds, constantly exposed in Craft; *Ships of War, Gunboats and Transports*; the *Hoys* for conveying Naval, Victualling, Ordnance and Military Stores, to and from the public Arsenals at Deptford, Woolwich, Sheerness and Chatham, to Ships of War and Transports on the River; and to and from Dock-yards at Portsmouth and Plymouth: all which must, in the course of a year, amount to at least *Five Millions*. The whole will present an aggregate of *Seventy-five Millions sterling* of floating property; all of it, more or less, subject to acts of peculation, *fraud, embezzlement, pillage* and *depredation*, through the medium of the various and numerous classes of depraved characters who are employed upon the River, seeking for opportunities to acquire plunder, and who (it cannot too often be repeated) are only to be restrained and over-awed by an apposite River Police, exclusively directed to that object alone, and aided by a competent civil force.

III. GENERAL OBSERVATIONS ON THE HARBOUR OF THE PORT OF LONDON, AND THE CONVENIENCES AFFORDED TO THE TRADE.

THE present accommodations for the immense Commerce of the Port of London, (with the exception of those Vessels that discharge their cargoes between Blackfriars and London Bridges,) are comprehended in that portion of the River Thames which extends from London-Bridge to Deptford, in length about four miles, and upon an average, 450 yards wide. This Harbour, from the variations in the depth of the water, (*p*) is understood to comprise four distinct divisions, namely:—

	Yards.		No. of Ships & Ves- sels.
1. The Upper Pool from London-Bridge to Union Hole, for Ships of 250 tons and under.	1600	{ Coasters & small Ships	329
2. The Middle Pool from Union Hole to Wapping New-Stairs, for Ships of 350 tons.	750	{ middle- sized Ships	126
3. The Lower Pool from Wapping New-Stairs to Horse-Ferry-Teer, near Limehouse, for Ships of 400 tons.	1800	{ large Ships	320
4. From Horse-Ferry to the Mooring-Chains at Deptford, for Ships of 450 to 500 tons, drawing 16 feet water.	2700	{ Lime- house Dept- ford	54 50
			Total 879

↪ The large Indiamen drawing from 22 to 24 feet water, cannot discharge higher up than Blackwall.

(*p*) For a Statement of the Soundings of the River Thames, see APPENDIX, No. I.

From

From the foregoing account, it would seem, that no more than 879 Ships and Vessels can be easily accommodated in the Harbour: yet, it frequently happens, when the Fleets arrive together, that from 13 to 1400 Vessels, including Coasters, are in Port at the same time.—300 Colliers have been at one time in the Pool, and there are usually from 150 to 200 Sail.

It is moreover to be remembered, that the surface of the River is not only thus occupied by Ships and Vessels arriving from Sea; but also by the numerous Craft necessarily employed in conveying the Cargoes of the larger Vessels to the different Landing Places.

The East-India Ships discharge their Cargoes into decked Hoys belonging to the Company: A part from the largest Ships frequently in Long-Reach, and the remainder at Blackwall.

With some few exceptions of small Vessels, which land their Goods at the Quays, *the Ships in the West-India Trade* discharge their Cargoes into Lighters.

When a large Fleet of Ships from thence are delivering their Cargoes, and the Quays are crowded, the consequence is, that from 150 to 200 Lighters will remain for a considerable length of time, having valuable Goods on board, exposed to the risk of plunder and the danger of swamping, or sinking, in consequence of the various accidents to which they are exposed.

The American Trade also occupies a considerable number of Lighters, as do, in short, all the Ships and Vessels trading to the Port which are not discharged at the Quays.

Of 420 *Timber Ships*, which usually arrive in the course of a year, about 250 are laden with Logs; these are rafted in the River, and generally occupy ten times the space taken up by the Ship from whence they have been unladen; and the Vessels freighted with Deals occupy a great number of Lighters in their discharge.

The *Coal Trade* alone, which exceeds the Foreign Commerce in the number of Ships annually discharged, requires double the number of Craft which is found necessary for the whole Import and Export Trade of the River. 2196 Barges, averaging about 33 Tons each, (amounting in the whole to 71,903 Tons,) are chiefly employed in the Coal Importation.(g)

On some occasions, above 90 Colliers (each requiring on an average 13 Barges,) are discharging at once. 1170 Coal Craft will then be laden with Coals, occupying different parts of the Pool at the same time; while the chief part of the remaining Craft, above and below Bridge, are used as Floating Warehouses, until the Coals can be disposed of.

The monthly supply of Coals for the Metropolis, is estimated at 300 Cargoes of 220 Chaldron each, or 66,000 *Chaldrons*: It is therefore no unlikely supposition, that (with some exceptions,) 50,000 Chaldrons, on an average, remain exposed to deperdation in open Craft on the River all the year round,

(g) See page 15.

Hence

Hence it may reasonably be concluded, that the number of Ships, Vessels, and Craft, which cover the Harbour of the Port of London, laden with valuable property, outward and homeward bound, all the year through, cannot be estimated at less than eleven hundred. On some occasions there must be many more; for we have seen that 13,444 Foreign and Coasting Vessels enter the Port in the course of a year.^(g)—To these we are to add 2000 River Traders and Stationary Craft, including the Coal Barges; making in all upwards of three thousand Floating Repositories of valuable property. The unladen Craft and Wherries will increase this number to nearly 8000 Vessels and Boats of all kinds, occupying a space of four miles below, and two miles above London Bridge.

Vessels delivering Cargoes into Lighters, generally require from 14 days to six weeks to finish the discharge. Various causes combine to create delays, which subject the property to risk of plunder and damage—rainy weather—scarcity of Craft—and above all, the crowded state of the Legal Quays: which latter alone, occasions many obstructions, and renders it, not seldom, absolutely necessary to suspend the discharge merely on this account.

(g) See Table in page 22.

IV. LANDING PLACES IN THE PORT OF LONDON,
INCLUDING LEGAL QUAYS AND SUFFERANCE
WHARFS.

It has already been observed that the Legal Quays have been established so far back as the 1st year of the reign of Queen Elizabeth in 1558, since which period they have never been enlarged. They are 20 in number, situated on the North side of the River, and extend (from London-Bridge) to the Western extremity of Tower Ditch. The whole frontage of these Quays is only 1419 feet, and they are divided in the following manner:—

Legal Quays of the Port of London.

I. Seven Quays from London Bridge to Billingsgate.

	Feet	PROPRIETORS AND LESSEES.
1 Fresh Wharf	140	Mr. Bolt
2 Cocks Quay	65	Mr. Herbert
3 Gaunts Quay	31	Messrs. Curlings
4 Hammonds Quay	23	
5 Bottolph Wharf	78	Messrs. Rowlets
6 Lyons Quay	36	East-India Company
7 Somers Quay	73	
	<hr/> 446	

II. Eight Quays from Billingsgate to the Custom-house.

	Feet	
1 Smarts Quay	27	Mr. Bolt
2 Dice Quay	111	
3 Ralphs Quay	46	Messrs. Ogles
4 Youngs Quay	46	
5 Wiggins Quay	52	
6 Sables Quay	30	Messrs. Dawson, Gascoigne, Dixon and Co.
7 Bear Quay	64	
8 Porters Quay	103	
	<hr/> 479	

III. Five

III. *Five Quays to Tower Dock.*

	Feet.	PROPRIETORS AND LESSEES.
1 The Custom-house Quay	208	} His Majesty
2 Wool Quay	61	
3 Galley Quay	101	} Messrs. Curlings
4 Chester Quay	51	
5 Brewer Quay	73	} Messrs. Dutton and Co.
	<hr/> 494	

RECAPITULATION.

1st. Division 7 Quays .	446
2d. Ditto 8 Quays .	479
3d. Ditto 5 Quays .	494
	<hr/>
Total .	20
	<hr/>
	1419
	<hr/>

The confined state of these Quays, (r) has been long complained of as a grievance, and seems to have operated powerfully in promoting the efforts which have been, at length, successfully used in obtaining Legislative authority to construct Wet Docks.

It may be stated, on the authority of the evidence delivered before the Committee of the House of Commons in 1796, that some of the Wharfingers, having a joint right in the Quays and Warehouses, will sometimes not permit goods to be landed on their Wharfs, unless they also derive the additional benefit arising from the same goods being deposited

(r) See a Plan for improving these Quays, in the Second Report of the Select Committee on the Port of London, 1799.

in their Warehouses. Acting under the short-sighted impulses of immediate gain, they have sometimes grasped at the possession of more goods than they could store in places of security: The result has been that perishable commodities, have remained in the Craft, or upon the Wharfs, exposed to the injuries of the weather, and generally to very excessive plunder.

In addition however to these Legal Quays, relief has been occasionally afforded to the Trade of the Port through the medium of *Sufferance Wharfs*. Although these Wharfs have generally been allotted to the East Country and the Coasting Trade, permission has also been granted to land Sugars and Foreign Articles at them; and particularly in the years 1793 and 1799, when the arrival of several Fleets at the same time occasioned an uncommon press of business.

Five of these *Sufferance Wharfs* are situated on the North side of the River, between the Tower and Hermitage Dock; the remainder, 18 in number, are of larger dimensions, but they are all situated on the Surry side. The whole compose a frontage of 3676 feet upon the River. (r)

The detached, and, in some respects, the remote situation of the Sufferance Wharfs, with various other inconveniences with regard to the Warehouses, render them but an indifferent succedaneum; and the hazard of loss by plunder, has been found to be, in many respects, much increased by this alternative.

(r) See the following page for an account of the Wharfs.

PUBLIC FOREIGN SUFFERANCE WHARFS, *within the limits set out by the COMMISSIONERS of the CUSTOMS, and particularly specified and decreed by them to be PUBLIC WHARFS, on the 13th of May, 1789.*

[From the Second Report of the Select Committee, upon the Improvements of the Port of London, page 134; Appendix, (C 4)]

Sufferance Wharfs.	No. of Feet next to the River each Wharf occupies.	No. of Tons the Ware-houses will contain.	No. of Tons the Yards will contain	No. of Hogsheads of Sugar each Wharf can house.	
On the South side of the River.	Chamberlayne's Wharf	195	4,500	400	3,000
	Cotton's	250	4,600	500	2,000
	Hay's	118	16,000	2,000	3,000
	Beal's	152	4,000		1,500
	Griffin's	149	6,000	600	3,500
	Symon's	124	20,000	10,000	7,000
	Stanton's	157	6,000		2,000
	Davies, Butt and Co's.	511	20,000	22,000	7,000
	Hattley's	194	4,000	20,000	2,000
	Pearson's	58 $\frac{6}{12}$	2,000	3,400	1,500
	Holland's and Butler's	206	7,000	3,000	5,000
	Cole's	65 $\frac{6}{12}$	3,500		3,000
	Carrington's	34 $\frac{5}{12}$	2,500	3,000	1,000
	Hoggarth's 3 Wharfs	121 $\frac{5}{12}$	2,500	6,000	2,000
Scott's	289 $\frac{6}{12}$	4,500	5,500	2,000	
Merriter's	265 $\frac{10}{12}$	1,450	2,000	900	
On the N. side of the River.	Iron-Gate	264 $\frac{6}{12}$	8,000		7,000
	St. Catherine's	33 $\frac{6}{12}$	300		300
	Watson's	52 $\frac{4}{12}$	3,840		4,000
	Bryant's	95 $\frac{3}{12}$	1,000		1,000
	Downes	340	3,800	400	1,500
	3,676 $\frac{10}{12}$	125,490	78,800	60,200	

V. WAREHOUSES FOR THE ACCOMMODATION
OF MERCHANDISE.

The Warehouses for the accommodation of Merchandise are numerous, and some of those belonging to the East-India Company, are splendid and commodious in the highest degree. Their goods are carted to these Warehouses from their own Quays, where they are deposited under the care of Revenue Officers, specially appointed, as the duties are never paid until the goods are delivered after a Sale takes place; a privilege which could not fail to give an inconceivable spring to Commercial pursuits if extended to all the other great branches of Trade.

The Warehouses at the Legal Quays, where Sugars and other West-India commodities are generally landed, are not equal to the accommodation of more than 32,000 hhds. of Sugar: Those at the Sufferance Wharfs, if not occupied with other goods, would contain 60,000 more; (s) but as they are generally allotted for other Merchandize, and as it frequently happens, especially during war, that of an importation of 150,000 hhds. in the course of six months, 120,000 will arrive in *three*; the consequences have been that Sugars, and other valuable commodities, have been piled upon the Quays six or eight hogsheads high.

Under such circumstances, previous to the establishment of the Marine Police Office, the property

(s) See Table of Sufferance Wharfs, page 32.

of the Planters and Merchants became a prolific harvest to the hordes of plunderers who work upon the River, and prowl about the Wharfs.—The Ships and Lighters also became temporary warehouses, equally the objects of pillage, and daily and nightly depredations, to an extent that exceeds all credibility; while those to whom the protection of the property was then committed were themselves, in many instances, most deeply implicated in the villainy.

But the evil was by no means confined to depredations committed on merchandise thus exposed. The loose system which then pervaded, and it is to be feared still pervades, the interior of the Warehouses, is productive of much abuse and no little speculation, of which more will be stated in its proper place.

Having thus followed the Navigation and Commerce of the River Thames regularly through all its stages, in which information or specific detail, as to the extent and magnitude of both, or to the œconomy of the System at large, appeared to be useful and interesting, it now remains to take a general view of the advantages derived by the State from the

REVENUE OF THE PORT OF LONDON.

In a Work of this nature, minute or elaborate investigations as to the importance of the Trade of the Port of London, as a great and prolific source of Revenue, are needless.—The fact is admitted, and appears evident from the details which have been already

already given. It will therefore be sufficient briefly to show the progress of this great branch of the National income, and to trace it from an early period to its present wonderful amount.

In the year 1613, according to Davenant, the Customs of the Port of London stood thus—

	£.	s.	d.
On Goods Outwards . . .	£.61,322	16	7
Inwards . . .	48,250	1	9
	<hr/>		
	109,572	18	4
In the same year the Customs of all England produced only	35,502	9	4
Being nearly three to one in favour of the Metropolis.			
In 1666 the same Author states that the whole Customs of England were farmed by the year, at	390,000	0	0
From 1671 to 1688 the whole Customs of England produced on an average yearly, only	555,752	0	0
From 1700 to 1714 the Revenue of the Customs of England, on an average of 15 years, yielded	1,352,764	0	0
While in 1711 the Customs, as stated by Davenant to have been received in the Port of London alone, amounted to . . .	1,353,485	0	0
In 1725 the Customs of this Port amounted to about	1,500,000	0	0
— 1750 . Idem, exclusive of the Excise on Spirits, Tea, &c. &c. about	1,750,000	0	0
— 1775 . Idem . . . Idem . . . Idem	2,250,000	0	0
— 1785 . Idem . . . Idem . . . Idem	2,500,000	0	0
— 1795 . Idem . . . Idem . . . Idem	3,643,940	9	11
— 1796 . Idem . . . Idem . . . Idem	4,168,661	11	2
— 1798 . Idem . . . Idem . . . Idem	4,815,034	16	2
— 1799 . Idem, including Convoy duties	6,422,791	0	5

From this just point of view in which the subject is placed, the mind must be struck with astonishment, (especially when it is considered that the immense duties of Excise are not included,) at a progress so rapid, under the weight of so many succeeding wars, and terminating at a crisis of unexampled Public expence, in so splendid a display of the Commercial enterprize of the Merchants, and the opulence of the Metropolis; exhibiting, at the same time, the ability it possesses of contributing, in every exigency of danger and difficulty, to the effectual aid of the State.

The fact however is, that not a little of the success of the Commerce of the Port of London, is to be attributed to the spring which has been given to it by the wise and enlightened policy adopted by the Government in the course of the present War.—This policy, in spite of all the efforts of the hostile Nations to prevent it, has opened a lucrative and beneficial Trade to their respective Countries, unexampled in all former Wars: a measure highly creditable to the penetration and judgment of those who had strength of mind to conceive, and resolution to execute it, in opposition to so many popular prejudices: a measure, in short, most admirably calculated to invigorate Commerce, and the resources of the Country, at the expence of the Enemy. (1)

CONCLUDING

(1) Notwithstanding the present War, and the various prohibitions vainly attempted to be enforced by our enemies in Spain, France and Holland, our Trade with these Countries, in consequence of the Measures above alluded to, as pursued by Government, appears by the General View in page 22, to have been very extensive.

Imports

CONCLUDING OBSERVATIONS.

While every lover of his Country must glory in its Commercial Aggrandizement, and in the exalted pre-eminence which she holds among the Nations of the World; the same spirit of patriotism should act as an incentive to the establishment of those principles of moral rectitude, which form the only true and solid foundation of *permanent prosperity*, either among Nations or Individuals. How much soever the mind may be dazzled with the glare of power and wealth, no truth is better established than this; that where riches flow upon a Country, exhibiting in one scale the advantages arising from the accumulation of masses of property, these blessings are but too frequently weighed down by an accession of crimes in the other:—these, unless their increase is prevented in due time, will forcibly operate in sapping the foundation of all morals, and insensibly lead to those consequences which have fatally terminated the *Power*, the *Splendor*, and even the *Existence* of Nations.

The present state of society and manners—The wonderful change apparent in the habits of the lower orders of the Community—The recent, and perhaps too effectual attempts to undermine that sense of Religion and moral rectitude, which re-

Imports and Exports to and from the Port of Lon- don only, for the year end- ing the 5th of Jan. 1798.	}	To Spain	£.947,759	17	8
		To France and Flan- ders	1,015,017	19	0
		To Holland	2,211,362	0	10

Total . . £.4,174,139 17 6
strained

strained the mass of the people from minor acts of delinquency: All these considerations call for such internal regulations as may operate in the most immediate manner, in controlling the ill-directed and tumultuous activity of human passions; to counteract the influence of wealth under its various attractions of pleasure and pain; and to prevent it from disseminating its poison, while it confers its blessings.

To effect this purpose, *inestimable* in a national point of view, and benevolent and humane to all whose vices and enormities it tends to restrain, a *Police* must be resorted to upon the broad scale of *General Prevention—Mild in its operations,—Effective in its results; having justice and humanity for its basis, and the general security of the State and Individuals for its ultimate object.*

The art of œconomising through the medium of a well-regulated *Police*, with a view to the prevention of crimes, by the introduction of restraints, perfectly congenial to the principles of the British Constitution, may be considered as a new branch of Science in Political Philosophy.

Fortunately however for the best interests of Mankind, such a system has been demonstrated to be practicable. In its further operation, the true happiness and comfort of the People will inevitably be promoted; while by extending security to Commercial Property, the privileges of innocence will be preserved, and the comforts of Civil Society eminently enlarged.