

## C H A P. XIII.

*Of the Establishment of the WEST-INDIA DOCK COMPANY, and the Powers to be exercised by them in respect to the Police of the River Thames, and the Port of London.—A detail of the Provisions of the Wet-Dock Act on this subject.—The Rates payable to the Company by West-India Ships.—Observations on the probable advantageous effect of this New System.*

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ALL the Powers and Privileges of the WEST-INDIA DOCK COMPANY on the River Thames, are created by the express Letter of the *Wet-Dock Act*, 39 Geo. III. Cap. lxxix. An Abstract and Recapitulation of such parts of this Act, as relate to the Company, and some observations on the probable effects which will result from this New System, will therefore form the substance of this Chapter.

The Preamble to § 38 of this Act recites, “ That  
 “ the Ships in the West-India Trade frequently  
 “ arrive at the Port of London in large Fleets, and  
 “ occasion great crowding, confusion, and damage  
 “ therein.—That great obstructions and delays arise  
 “ from their Cargoes being carried in Lighters to  
 “ the Legal Quays, and that in the passage thither,  
 “ such Cargoes are subjected to Pilfering and Fraud,  
 “ whereby

“ whereby the Owners sustain great loss, and the  
 “ Revenue is much injured: and, that if Wet-  
 “ Docks were made in the Isle of Dogs with Legal  
 “ Quays, Wharfs, and Warehouses attached thereto,  
 “ for the reception and discharge of Vessels in the  
 “ West-India Trade, much additional Room would  
 “ be given to the rest of the Shipping using the  
 “ Port; and the West-India Produce might be  
 “ effectually secured from loss by *theft* and *other*  
 “ *causes*, and the Public Revenue greatly benefited.  
 “ —That it is therefore expedient that such Docks,  
 “ Quays, Wharfs, and Warehouses, &c. should  
 “ be forthwith made.—That several persons have  
 “ agreed to form a Company for this purpose, and  
 “ have entered into a subscription, for the purpose of  
 “ raising 500,000 *l.* as a Capital, for carrying the  
 “ Works into execution:”

It is therefore enacted, that certain original Sub-  
 scribers, (named in the Act,) with such others as  
 shall agree, and be permitted to become original  
 Members of the Company, and their several Suc-  
 cessors, Executors, Administrators, and Assigns,  
 &c. shall be, and they are by the Act, declared to  
 be, united into a Company or Association of Propri-  
 etors of the Docks, Basons, Cuts, Quays, Wharfs,  
 Warehouses and other Works; and which Com-  
 pany, shall use the Firm and Stile of the

*West-India Dock Company;*

and shall have the Powers and Authorities herein  
 after stated.

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The sum so subscribed, or such part as shall be necessary, shall be considered as a Capital, or joint Stock, vested in the *West-India Dock Company*, for the use and behoof of the Members of the Company in proportion to their Subscriptions.—The Stock shall be deemed Personal Estate; and pass by Transfer in the Books of the Company. No Stock-holder is liable for the Debts of the Company beyond the amount of the Stock subscribed—§ 39, 40, 41.

During the progress of the Works, each Stock-holder is entitled to receive at the rate of 5 *per Cent. per Annum* on the amount of the money advanced. And after the Works are finished, such Interest or Dividends shall be paid, (not exceeding 10 *per Cent.*) as shall be determined at the General Meetings of the Company—§ 42.

A General Meeting specially called for the purpose, may increase the Capital to *Six Hundred Thousand Pounds*—§ 43.

Any five or more of the Directors, are empowered to Audit and Settle all accounts of Money disbursed for the purposes of the Act; and to make Calls for Money from the Subscribers for carrying on the Works, not exceeding 10 *per Cent.* on the Sum subscribed; and no Call to be made but at the distance of two months from the preceding one. Subscribers neglecting to comply with the Calls, to forfeit 5 *per Cent.* and may be sued by the Company: and if the amount of such Call is not paid within

within three months, the Directors in their option, may either sue, or declare the share of such Defaulter to be forfeited in favour of the other Proprietors—§ 44.—No advantage to be taken of any Forfeiture, until notice given in writing, nor until the same be declared forfeited at a General Meeting of the Company, held within six months thereafter. And in all such cases, persons thus ceasing to have an interest in the undertaking are indemnified against Actions subsequent thereto—§ 45.

Where the Representatives of deceased Subscribers, decline, or neglect, to answer the Calls that are made, the Company shall be at liberty to admit other persons as Proprietors in their stead, on repayment of Money advanced by such Proprietor—§ 46.

General Meetings shall be held in the City of London, on not less than seven days' notice to Subscribers, both days being inclusive—§ 47.

Within one month after passing the Act, the Company are directed to choose by Ballot :—

- |              |    |   |  |
|--------------|----|---|--|
| 1st. . . . . | 13 | { | Persons, Members of the Company, holding<br>2,000 <i>l.</i> Stock. |
| 2d. . . . .  | 4  | { | Persons, being Aldermen of the City of<br>London.                  |
| 3d. . . . .  | 4  | { | Persons, being Common Council-men of<br>London.                    |

and these 21 shall be called the *Directors*, for managing the affairs and business of the Company.

These

These Directors are authorised to elect from among themselves two persons, to be the Chairman and Deputy Chairman of the Court of Directors, and of the General Meetings of the Company. The Directors not being less than five, shall appoint the times and places of meeting.—The Directors to remain in Office until others are chosen in their stead, unless they shall die, be removed, or disqualified by not holding sufficient Stock, or by ceasing to be an Alderman or Common Councilman. The New Directors chosen to replace these, shall remain in Office no longer than those in whose stead they were appointed, could have remained—§ 48.

Five at least of the twenty-one Directors, shall go out of Office by rotation every year, and five others shall be appointed to succeed them; namely, three Members of the Company, who shall possess 2000*l.* Stock, and one Alderman and one Common Councilman, being of the same class with those who go out.

None of the Directors shall continue longer in Office than four succeeding years; and, to comply with this Rule, *four*, at least, of the Directors, who have been appointed out of the Members of the Company, shall go out of Office in rotation, every *fourth* year, and four other qualified persons shall be chosen by ballot to succeed them; but, as the rotations cannot take place during the first three years, during this period, the Directors, who are to go out  
of

of Office shall, each year, be ascertained by drawing lots. Persons who have served the Office of Director, may be re-chosen after one year, if otherwise qualified. § 49.

Two general Meetings of the Company shall be held yearly, viz. in the first weeks of January and July, of which, due notice is to be given, (§ 50)—But any nine Proprietors, holding 500*l.* Stock, and upwards, may, by notice to the Clerk or Treasurer, request extraordinary Meetings. § 51.

The qualifications of Voters, at General Meetings, are as follows:

	Votes.
Holders of 500 <i>l.</i> Stock, and less than 2000 <i>l.</i> entitled to	1
. . . 2000 <i>l.</i> . . . . . 5000 <i>l.</i> . . . . .	2
. . . 5000 <i>l.</i> . . . . . 10,000 <i>l.</i> . . . . .	3
. . . 10,000 <i>l.</i> and upwards . . . . .	4

Bodies politic or corporate may vote by their Attornies, duly authorised : But no individual voter shall hold more than one power of Attorney.

No Proprietor, holding less than 500*l.* shall vote at any meeting. A majority of votes shall decide all questions ; and the Chairman shall have a casting vote, although he shall have previously voted as a Proprietor. And every question, if required by five or more persons having votes, may be determined by an immediate ballot, where the Chairman shall, in like manner, have a casting vote. § 52.

In case the Corporation of London shall be pro-  
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prieters

prietors of 1000*l.* or more, of the Stock, the Court of Common Council may, from time to time, elect and appoint one person for every 1000*l.* Stock, to vote at the General Meeting ; every such Representative to have only one vote. § 53.

After the expiration of twelve months, from the passing of the Act,—(*i. e.* after 12th July 1800) no person shall vote who has not possessed Stock for twelve Calendar Months in his own right, and not in trust for another, unless such Stock shall have come by bequest, marriage, or intestacy, or by the Custom of London, or by settlement ; such possession to be ascertained by the oath of the Voters, before the Chairman, or five Directors. § 54.

At the Meetings of the Directors, five Members shall be a quorum, capable of acting. Questions shall be decided by a majority present, and if the numbers are equal, the Chairman shall give the casting vote. (§ 55.)

The Directors are empowered by themselves, Agents, Workmen, &c. to make and complete, within five years after the passing of the Act, according to such plans, and in such manner and form as they shall approve of, one or more navigable *Docks, Basons, and Cuts*, with Quays or Wharfs, and Warehouses adjoining, to be situated in the Isle of Dogs, to the northward of the intended Canal, and to communicate with the River Thames, at or near Limehouse-hole, on one side, and at or near Blackwall, on the other. § 56.

The Directors are also empowered to build as many *Quays*, *Wharfs* and *Warehouses*, as they shall think necessary and proper, along the Banks of, or adjoining or near, the intended Docks and Basons.

§ 57.

Such of the said Docks, as shall be used for unloading Ships, together with the Quays, Warehouses and other Buildings, shall be inclosed and surrounded by a strong brick or stone Wall, not less than 30 feet high, on all sides, leaving only proper spaces for the Cuts and Entrances into the Dock, and proper Gateways through the Wall; and immediately without the Wall, and on every part of the out-side thereof, except where it shall adjoin any Dock, or Bason, which may be made without the same, there shall be a Ditch, of the width of 12 feet, at least, to be always kept filled with water, 6 feet deep; and no House or Building shall be erected within 100 yards of the out-side of the Wall, on penalty of 100*l.* and 50*l.* per month afterwards, until the Building and Materials are removed. § 58.

The Directors are also empowered to build two or more Piers, within the Tide-way of the River Thames, at or near *Blackwall*, and two or more at or near *Linnehouse-hole*, for the more safe entry into the Docks, &c. provided that the Navigation of the River Thames shall not be injured thereby. And also to make, and from time to time to repair such Cuts, Sluices, Locks, Flood-Gates, Bridges, Roads, and other Works, as shall be deemed necessary; and

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likewise



likewise Drains, to carry off Water from private Property. § 59, 60, 61.

The Directors are further authorised to stop up, alter, and build Sewers, under the direction of the Commissioners of Sewers, in whom such new Sewers as are not within the Dock Walls, are to be vested. § 62.

Powers are also granted to the Directors, to make and maintain Draw and Swivel Bridges, to alter and divert Highways;—to procure Materials—and to remove obstructions in adjoining Lands, and to lay Materials thereon, satisfying the Owners, in all cases of injury or damages. § 63, 64, 65.

The Directors are also authorised to make Bricks, for the use of the Works, upon the ground purchased by them for the Docks, &c. and also to take Sand from the bed of the River, above and below London Bridge, for the use of the Works; on having a written authority for that purpose, from the Court of Common Council, or persons authorised by them. § 66, 67.

The Directors are further authorised to supply the Docks, &c. with Water, while in their progress and afterwards; from the River Thames and from such Waters as shall be found in digging and making the Works; also to supply the Docks with Water by Feeders and Sluices, passing through adjoining Lands,—to repair Works damaged by Floods,—to scour the Docks and remove Wrecks; and to cleanse adjoining

adjoining Water Courses, at the Land-owners' expence. § 68—71.

No Slips, dry Docks, &c. for building or repairing Vessels, shall be made in, or adjoining the Docks; nor can the Dock-Company be concerned in building or repairing Ships. § 72.

The making and using the Docks shall not prejudice or obstruct the Canal. § 73.

The Corporation of London, are directed to convey the ground, where the Docks are to be situated, to six Trustees in fee, in trust for the Company, who are to reimburse what has been paid by the Corporation of London for the same. § 74—77.

The Directors, or any five, or more of them, may, from time to time, as there shall be occasion, appoint one or more proper person or persons to be *Dock-Masters*; he or they first producing, after examination before a legal Assembly of the Trinity-House, a certificate from that Corporation, of being qualified for the Office. These Dock-Masters (who may be removed or dismissed by the Directors) while in Office, shall have power to give directions, as to the mooring and unmooring, moving or removing, all Ships, Vessels and Lighters or Craft, coming into or lying in the Docks, Basons and Cuts, or lying or being in such parts of the River Thames, at Limehouse-hole and Blackwall, as shall be within 200 yards from any entrance out of the said River into the Works of the Company; and as to the time and manner of entrance out of and into the said Docks, &c. and the

position of the Ships, while lading or discharging, and the time of opening and shutting the Dock Gates. In case of refusal, on the part of any person in the charge of Ships, or Vessels, to remove the same, on notice given in writing and left with some person on board the Vessel, the Dock-Master, and his Assistants, are authorised to remove such Ship; the expence whereof, together with a sum not exceeding 10*l.* nor less than 5*l.* for each offence, may be recovered by the Treasurer of the Company, from the Master or Owner of such Vessel.—And Masters, Pilots, or other persons obstructing such mooring, unmooring, moving, or removing of any Ship or Vessel, in the said Dock, Basons or Cuts, or at any such parts of the River Thames, at Limehouse-hole and Blackwall, shall forfeit, not exceeding 5*l.* nor less than 2*l.* § 80.

The Directors may annul any order of the Dock-masters, and give others, § 81. But no order whatsoever, whether given by Directors, Harbour-Masters, or Dock-Masters, shall lessen or diminish the responsibility of the persons having the charge of the Ship, Vessel, or Cargo. § 82.

Both the Docks and the Canal shall be considered as part of the Port of London; Vessels resorting thereto, shall be subject to the several Port Duties; all Goods landed, or shipped upon or from the intended Quays, shall be subject to the same regulations as are applicable to the present legal Quays, and the Quays, in such of the Docks as shall be

walled round, shall be deemed, to all intents and purposes, *Legal Quays*. § 83—86.

During the term of 21 years, from the time when the Docks shall be completed and ready for Ships and Goods:—all Ships and Vessels which shall arrive from any part of the West-Indies, into the River Thames, with Cargoes of West-India produce, shall unlade the whole within some one of the said Docks, or on the Quays or Wharfs which shall belong thereto, where the Duties shall be ascertained, and no where else; and the Goods, Wares and Merchandise, being West-India produce, in respect whereof such Duties shall be payable, may afterwards be stored in the adjoining Warehouses, *or in such other Warehouses, as the Owners or Consignees shall think proper*; and in case any such Goods, Wares and Merchandise, being West-India produce, shall, at any time during the said term of 21 years, be landed from any Ship or Vessel, in the West-India Trade, in any other place or places, in or near the Port of London, than the said Quays and Wharfs within the said Docks, they shall be forfeited to his Majesty, and may be lawfully seized accordingly: and the Owner or Master of any such Ship or Vessel, shall, for every such offence, forfeit and pay One Hundred Pounds. § 87.

It is however provided, that so much of the Cargoes of West-India Ships, as shall consist of Tobacco, shall, as soon as may be after being unshipped in the Docks, be conveyed to the King's Tobacco Warehouses,

Warehouses, without previously ascertaining the duty, either in Carts or Decked Lighters at the expence of the Dock Company, who shall be entitled to receive such recompence as shall not exceed the whole expence of conveying Tobacco from Ships at their proper Moorings to the King's Warehouse. § 88.

It is also provided, that if at any time it should happen, from the crouded state of the Docks, or from accident or other cause, Ships or Vessels cannot be admitted into the Docks, three or more Commissioners of the Customs may permit the Cargo of any such Vessel to be landed at such other legal Quay or Quays, as they shall appoint. § 89.

Where Ships arriving from other parts of the World than the West-Indies, shall have Goods on board of the produce of the West-Indies; such West-India produce shall be discharged within the Docks, if any three or more of the Commissioners of the Customs shall so order and direct. § 90.

During the said term of twenty-one years after the finishing of the Docks, all outward-bound West-India Ships shall ship or take in all their Cargoes, and be laden either in some one of the Docks, or in such part of the River, as shall be below the entrance of the Canal at Blackwall. Masters and Owners of Vessels offending in this respect shall forfeit 100*l*.— Such Ships and Vessels however, are excepted as may be engaged to take on board Naval Stores at the King's Yard or Victualing Office at Deptford, for his Majesty's Service: on producing to the Dock-Master  
a Cer-

a Certificate, under the hands of a Commissioner of the Navy or Victualing Office. § 91.

The Directors or any five of them are empowered to make Bye-Laws, Rules, Orders, and Regulations for the Docks and their Appurtenances, and for the good government of the Directors, Dock-Masters, Clerks, Treasurers, Collectors, Engineers, Surveyors, Workmen, Watchmen, Lightermen, Labourers, and others appointed and employed on behalf of the said Company, and for the better regulating, governing, and managing the several Works, Matters, Accounts, and things authorised to be done by the Directors; and to amend, alter, and repeal the same, and fix penalties for non-observance, not exceeding 40s. recoverable before Justices where the Offence is committed. Such Bye-Laws to be printed and distributed in the Port of London; to be subject to the control of the Company, who may alter or annul the same, at a General Meeting; and to be allowed and approved by the Lord Chancellor, one of the Chief Justices, or Chief Baron. § 109—112.

“ In consideration of the great charges and expences, in making, building, and erecting the said Docks, and their Appurtenances, and supporting, maintaining, and keeping the same in repair:”—  
It is enacted, that from and after notice of the completion of the Docks and other Works, shall have been given by Public Advertisement in the London Gazette, and two or more Public Morning Newspapers, circulated in London, there shall be payable

payable to the West-India Dock Company, or to their Collectors, Receivers, or Agents, for their use, (over and above the Rates and Duties granted to his Majesty, and to the Corporation of London,)—the Rates and Duties following; *viz.*

“ For every Ship or Vessel entering into and using any of the said Docks, or any of the Basons and Cuts which shall belong thereto (to be paid by the Master or Owner of such Ship or Vessel) a Rate or Duty of *6s. 8d. for every Ton of the burden of such Ship or Vessel*; for and in satisfaction of the use and conveniency of the Docks, and all charges and expences of navigating, mooring and unmooring, removing and management of such Ship or Vessel, from her arrival at the entrance of the Docks at Blackwall, until unladed and moored in the Dock for light Vessels: and also, of the unlading her Cargo within the said Docks, and the Landing-waiters' Fees, on account thereof; and the Cooperage, Hoops, and Nails, which such Cargo may require, in the course of such unlading, together with the use of the Light Dock, for any space of time not exceeding six months from the time of unlading such Ship or Vessel.” § 137.

And from and after such notice being given, there shall also be paid to the said Company, for all Goods, Wares, and Merchandise, imported from the West-Indies, which shall be landed, unshipped or discharged from on board of any Ship or Vessel, entering into and using the said Docks, or any of the Basons or Cuts thereunto belonging by the Owners

or

or Consignees of such Merchandise (over and above all other Rates and Duties) the Rates and Duties following; *viz.*

	s.	d.	
For Aloes . . . . .	4	8	} per Cwt.
— Balsam Natural . . . . .	4	8	
— Cassia . . . . .	4	8	
— Cortex Winteratus . . . . .	4	8	
— Cocoa . . . . .	1	6	
— Coffee . . . . .	1	6	
— Cotton Wool . . . . .	2	6	
— Dyers' Woods . . . . .	0	6	
— Ginger . . . . .	3	3	
— Gum Guaiacum . . . . .	4	8	
— Hides . . . . .	0	6	per Dozen.
— Indigo . . . . .	2	6	per Cwt.
— Marmalade . . . . .	2	6	} per Jar.
— Oil, Castor . . . . .	2	6	
— Pimento . . . . .	3	2	per Cwt.
— Rum . . . . .	0	1	per Gallon.
— Sarsaparilla . . . . .	6	0	} per Cwt.
— Sugar . . . . .	0	8	
— Succads in Boxes . . . . .	5	0	
— Tamarinds or Succads in Jars	2	6	per Jar.
— Tortoise shell . . . . .	5	0	} per Cwt.
— Turmeric . . . . .	4	8	
— Wine, including Madeira . . . . .	0	1	per Gallon.

*And Further;*

	s.	d.
For every Cask, Case, Bundle, Bale, or other Package, containing any article of Merchandise, not otherwise specified and described in the foregoing Table, being 2cwt. and upwards . . . . .	5	0
		For



	s.	d.
For every such Cask, &c. under 2 cwt. . . . .	2	6
For every article of Merchandise brought loose (except Wood) not otherwise specified or described in this Table—for every 1 cwt. . . . .	1	0
For any article of Merchandise brought loose, not herein before specified or described, whether subject to any duty of Customs or not, and which shall be landed within the Dock Premises, <i>a Rate or Duty not exceeding the Rate or Charge heretofore usually paid in the Port of London, for lighterage, landing, lading, and housing, any such article.</i> —		

All which Rates or Duties shall be accepted and taken for and in respect of the use and conveniency of the said Docks, and the Quays, Wharfs, Cranes, and other Machines, which shall belong thereto, and the *Land-waiters' Fees*, on account of such Goods after being unshipped; and all charges and expences of *Wharfage, Landing, Housing, and Weighing* such Goods, and of such *Cooperage*, as the same may respectively want after being unshipped, and all rent for *Warehouse Room* for such Goods, for the space of twelve weeks in the Company's Warehouses; and all *charges* of delivering the same from the Warehouses. And the said Rate of *6s. 8d.* per Ton, and also the other Rates, are vested in the West-India Dock Company. § 137.

The Tonnage Duty of *6s. 8d.* is to be paid at the entry inwards or clearance outwards of each Vessel to the Collector appointed by the Company; or  
 where

where there is no entry or clearance, then to be paid before leaving the Docks; so as no Ship shall be subject to this Rate more than once in every Voyage, both out and home inclusive. And this Rate is to be collected only in proportion to the actual *Tonnage of the Cargo*, in cases where Ships or Vessels are not fully laden, or where only that part of the Cargo is landed which is of the growth of the West-Indies. § 137.

The Rates and Duties on such Goods and Merchandise, imported from the West-Indies, as shall be subject to the payment of any duty to his Majesty, shall be paid when the post-entry of such Goods is made at the Custom-house, to the Company's Collector, appointed for that purpose. And the Rates and Duties on such Goods and Merchandise, as shall not be subject to the payment of any Duty to his Majesty, shall be paid before the same are taken away from the Dock Premises. § 137.

All Lighters and Craft entering the Docks, Basons, or Cuts, in order to convey, deliver, discharge, or receive Ballast or Goods, to or from on board of any Ship or Vessel, are exempted from the said Rate of 6s. 8d. § 138.

The Company's Collector may distrain any Ship or Vessel, in case of refusing or neglecting to pay the Rates; and Persons eluding such Payment shall continue chargeable. § 139, 140.

The Tonnage Rates shall be ascertained by the Vessel's register to which the Company's Collectors shall

shall have access at the Custom-house; and the Master of each Vessel is also obliged to produce his Certificate of Register to the Collectors; and in case of any dispute respecting the same, or respecting the Tonnage of any Ship or Vessel, not required to be registered, or of any Foreign Ship or Vessel, then the Tonnage shall be ascertained by Admeasurement, according to the directions of the Statute, 26 Geo. III. cap. 60. And Powers are given to the Collectors of the Company (as well as of his Majesty and the City) to enter into the Ships, and actually to measure the Tonnage thereof. § 141—143.

FROM THE SYSTEM thus shortly detailed it appears, that very important Privileges are conferred on the *West-India Dock Comprny*, and that the Functions, with respect to Ships and Vessels in the West-India Trade, which are to be executed by the Directors, are of a nature very material to the Commercial Interest: since they are to take upon themselves the responsibility of the whole labour, which is at present performed by *Lumpers, Coopers, Lightermen, Wharfingers, Tackle-house Porters, Ticket-Porters, Warehousemen, Gangsmen, and Labourers.*

Supposing the Aggregate Tonnage on a medium, to be equal to the year ending the 5th of January 1798, they will receive at 6s. 8d. per Ton annually on 101,484 Tons, for Discharging, and in lieu of Lighterage . . . (Carried over) £. 33,828 0 0

Brought

Brought over . . .	£. 33,828	0	0
Taking the article of Sugar, (as being the largest,) for the purpose of ascertaining the Aggregate Sum to be received, (for the conveniency of the Docks, Wharfs, and Cranes; and in lieu of <i>Land-Waiters' Fees, Wharfage, Landing, Cooperage, and Warehousing</i> such Goods, — <i>Warehouse Rent</i> for twelve weeks, and the charge of <i>Delivery</i> ;) the whole amount on 101,484 Tons, at 8d. per Cwt. or 13s. 4d. per Ton, is . . . . .			
	67,656	0	0
Total . . .	£. 101,484	0	0

For the purposes of discovering the advantages or disadvantages of this System, it will be necessary to consider the following Estimate of the present expence of discharging West-India Vessels in the Pool, opposed to the above charges in the premises of the West-India Dock Company.

346 Ships, average Lumping Dues, including extra Work, and Watching, and Cooperage,—(45 <i>l.</i> ) . . . . .	£.	<i>s.</i>	<i>d.</i>
Boat attending 30 days, at 4s. a day,—(6 <i>l.</i> ) . . . . .	15,570	0	0
Chain hire, 10s. a week,—(2 <i>l.</i> ) . . . . .	2,076	0	0
Demurrage of the Ship, supposing her on Charter, or that the Owner is deprived of the use of her, 15 days longer in the Pool than in the Dock, at 8s. a Ton per month, for one-half of a month on 290 Tons, average 4s.—(58 <i>l.</i> ) . . . . .	692	0	0
	20,068	0	0
Carried over . . .	£. 38,406	0	0
	Brought		

Brought over . . .	£. 38,406	0	0
To which add Lighterage of 101,484 Tons to the Quays, at 4s. per Ton, average . . .	20,297	0	0
	<hr/>	58,703	0
Deduct Dock Tonnage, (See p. 380.) . . .	33,828	0	0
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Balance, on this head, in favour of the Ship- Owner and Merchant; in using the Docks	£. 24,875	0	0
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Present expence of Landing and Wharfage, Labourers and Gangsmen, on 346 Ships, bringing 101,484 Tons of Sugar, Rum, and other West-India Produce; at 14s. . .	£. 71,039	0	0
Land-Waiters' Fees; at 2s. 3d. . . . .	11,473	0	0
Cooperage; at 3s. . . . .	15,297	0	0
Warehouse Rent for 12 weeks; at 8s. . . .	40,594	0	0
Charge of Delivery; at 3s. . . . .	15,297	0	0
	<hr/>	£. 153,700	0
Deduct the amount to be charged by the West- India Dock Company, (See p. 381.) . . .	67,656	0	0
	<hr/>	86,044	0
Add the above-stated Balance in favour of the Proprietors, in discharging the Cargoes . . .	24,875	0	0
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Aggregate Balance in favour of the Dock- System . . . . .	£. 110,919	0	0
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Thus it appears, that if these calculations are nearly accurate, (for accuracy to a point is impossible,) very considerable advantages will arise to the

the West-India Commerce from the Dock System, in which the Ship-Owners will participate: while, at the same time, more dispatch will be afforded, which, in all matters relating to Shipping and Navigation, is of the greatest importance. And it may possibly happen that the first Fleets that arrive, may be enabled to make *two* Voyages instead of one in the course of a year. This circumstance alone, at a time when the British Shipping is found, as at present, to be so inadequate to the great and increasing extent of the National Commerce, is not only highly interesting to the Ship-Owner and the Merchant, but also to the State; by furnishing the means of œconomizing in the conveyance of Commercial Commodities.—Upon the immense Scale of the Trade of the Metropolis, (equal to about three-fifth parts of the whole Empire,) the advantages derived from double Voyages in the same Ships are incalculable; not merely from the convenience which will arise to Trade, but from the reduced expence attached to the Carrying System, when considered in competition with Foreign Nations.

The enormous expence of Ships forms another ground whereby to judge of the advantages; for while a less Capital is necessary, and more constant employment given to Seamen, equal or superior profits are acquired; although the Freights may be reduced, when each Ship performs a double instead of a single Voyage.

The improvements in the Art of Navigating Ships,  
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and the superior stile of fitting, are favourable to this species of dispatch, to which Port-accommodations contribute in so eminent a degree.

The Directors of the *West-India Dock Company* will, under every circumstance, form an important part of the executive Police of the River Thames, and the Port of London.—Like the other two great Bodies, the Corporation of London and the Trinity-House, they have the power of making Bye-Laws to be enforced by penalties : and it cannot escape notice, that the number of minor offences, which have been, and will be created and defined, in consequence of the *Wet-Dock Act*, will require a vigilant Police to give force and efficacy to the general Design ; and to prevent the Law, from becoming, as in many other cases, a *dead letter* :— This indeed, is the source from which have originated the multiplied abuses which have heretofore embarrassed and afflicted the Trade of the Port ; and which will ever continue to be felt as a pressure, while it is not the province of any particular class of men to carry the Laws into execution, and to be in some degree responsible for the effect which the interests of Society, and good Government, require to be given to all the Regulations and measures of the Legislature, for the prevention of Crimes and Misdemeanors, and the well-ordering of whatever has a tendency to add to the security, comfort, and happiness of the Community.