

CHAP. IV.

*The causes which produced the Institution of the Marine Police.—The proceedings which preceded its establishment.—A general view of the State of Delinquency, and an estimate of the number of Offenders, in a course of Criminal Turpitude, previous to its adoption:—*1. Mates of the numerous Ships trading to the River—2. Petty Officers, and Crews employed in the Trade—3. Inferior Officers of the Revenue of Customs and Excise, and Custom-house Watermen—4. Lumpers employed to load and discharge Ships in the Thames—5. Coal-heavers employed in the River—6. Journeymen Coopers employed in discharging Ships in the River—7. Watermen plying between London Bridge and Greenwich—8. Journeymen Lightermen employed in the River—9. Mud-larks and Rat Catchers—10. Watermen in Ships and Lighters, and on the Quays—11. Labourers on the Quays, denominated Scuffle-hunters—12. Labourers in the Commercial Warehouses—13. River Pirates—14. Night Plunderers—15. Light-Horsemen—16. Receivers of Public and Commercial Property, in twelve Classes.—Recapitulation of the 12 Classes of Receivers estimated at 550.—Recapitulation of the numbers of the different Classes of Delinquents who contribute to the Depredations on Commercial Property:—Explanatory Observations

Observations applicable to the subject.—The new System of Marine Police explained.—The judicial Department.—The Marine Police preventive Department.—The Department for employing Lumpers.—The general Department of Accounts.—Recapitulation of the whole, with a general View of the Annual Expence.—The number and functions of the permanent and occasional Officers.—General observations respecting the advantages of the design.

SUCH were the evils with which the Commerce of the Port of London was afflicted, and such were the extent and magnitude of the Depredations committed on West-India produce, and Merchandise of every description, as well as on the Tackle, Apparel, and Stores of Ships, Vessels, and Craft in the River Thames, as represented in the two preceding Chapters to have existed, and to have advanced progressively during many years previous to 1798.

At this period the Trade of the River Thames had arrived at a height of unparalleled prosperity. The importation of West-India produce was not only very extensive, but the value of the different commodities was much enhanced; of course the pecuniary loss by Pillage was greatly augmented, and appeared, in spite of every exertion on the part of the Committee of West-India Merchants, to be increasing yearly.

After

After trying every expedient, and incurring an enormous expense in Rewards and Prosecutions, without appearing to diminish the evil, the expedient was at length suggested by the Author of this Work, of forming a *System of Police, applicable to the peculiar circumstances of the Trade of the RIVER THAMES.*

On the 30th of January 1798, the Committee of West-India Merchants, after fully considering the plan submitted to its consideration, for this purpose, entered into a resolution to carry the same into effect, with the approbation of his Majesty's Executive Government.

On the 27th of February following, a *General Meeting of the West-India Merchants confirmed the resolution of their Committee*, and which soon after received the approbation of a *joint meeting of both the Planters and Consignees.*

On the 27th of March, His Majesty's principal Secretary of State, to whom the plan of the Marine Police had been previously explained, gave his full approbation of the measure, on behalf of Government; and this sanction was afterwards explicitly confirmed on the 16th of May, by a Letter from His Grace the Duke of Portland to the Right Hon. Lord Penrhyn, Chairman of the West-India Planters. (†) In consequence of the sanction and approbation

(†) MY LORD,

Whitehall, May 16, 1798.

I have this moment received the answer of the Chancellor of the Exchequer to the proposal I made to him, relative to that part
of

bation of Government thus obtained, the West-India Merchants, at a Meeting held on the 8th of June following, resolved to carry the plan of the Marine Police Institution into immediate effect, at the same time soliciting the assistance of its Author, in superintending the execution of the design. This request was followed by another from his Majesty's Principal Secretary of State, (u) confirming the approbation

of the expence of the Marine Police Establishment, which appeared to me ought to be borne by Government; and I have the honour to acquaint your Lordship, that he intirely agrees with me in opinion; and your Lordship will therefore have the goodness to inform the Gentlemen, you are to meet this morning, that the Articles numbered 2, 4, 8, 9 and 10, in the plan, which was put into my hand, will be defrayed by Government; and that I shall be ready to give every assistance and facility in my power, to the accomplishment of this measure. I have the honour to be,

MY LORD,

To the Right Hon.
Lord Penrhyn.

Your Lordship's most obedient Servant,
PORTLAND.

(u) SIR,

Whitehall, June 11, 1798.

As the Planters and Merchants interested in the West-India Trade, have solicited the sanction of Government to the establishment of a Marine Police, conformably to a plan which you have given them of such an Institution; and as I am of opinion, that very considerable advantages will arise to the Public, from your superintending its being carried into effect, I second with great pleasure their wishes for your assistance, which have been expressed to me by that very respectable Body, and very heartily join in the request they have made to you to that effect. As I am fully sensible, by your acceding to this proposal, that a certain portion of the time you so usefully devote to the duties of your present station, must be dispensed with; and as I am aware, that that circumstance must operate upon you in such a way as to induce you to decline
this

approbation of Government, and seconding in very handsome terms, the wishes which had been expressed by the West-India Body.

On the 15th of June, the Committee acting for the Planters and Merchants, in the affairs of the Marine Police, recommended JOHN HARRIOTT, Esq. to His Majesty's Principal Secretary of State, as a gentleman well qualified to execute the functions of resident Magistrate; and soon after the KING's pleasure was signified, that his name should be inserted in the Commissions of the Peace, for the Counties of Middlesex, Surry, and Kent,(x) and he was appointed

to this offer; I think it necessary to inform you, that in case of your assenting to the above proposals, I have secured you a proper substitute, who will take upon him your duty at Queen's Square, at the time at which you must be necessarily absent from it, and that I have taken care that a proper provision shall be made for the remuneration of the Gentleman during that period.

I am with great regard,

SIR,

Your most obedient,

Humble Servant,

PORTLAND.

To Patrick Colquhoun, Esq.
Public-Office, Queen-square,
Westminster.

(x) Mr. HARRIOTT had for several years, acted as a Magistrate for the County of Essex, where his talents, integrity, and public spirit had justly procured him one of the most handsome public testimonies of intrinsic worth, that ever fell to the lot of any individual to receive. His indefatigable attention to the public interest, since he has presided at the Marine Police Office—His zeal for the public good—His prudence, discretion, and humanity, in the execution of the Laws, and the important trust committed to his charge, joined to the extensive local and nautical knowledge which he possesses, and which he employs, with the assistance of an acute and discriminating mind, in carrying systematically into effect the plan of

to second the exertions of the superintending Magistrate, in carrying into effect this important design ; which was preceded by the publication of a Report of the West-India Merchants (y) explanatory of the System, which ultimately commenced on the 2d of July 1798, at a commodious Office, conveniently situated close to that part of the River which forms the centre of the discharging births, or places, where the Ships deliver their Cargoes, at No. 259, Wapping New Stairs.

Preparatory however, to the adoption of specific arrangements for carrying into effect this arduous undertaking, it became a measure of necessary prudence, to acquire as accurate a knowledge, as the nature of the case would admit, of the actual state of the delinquency, which was to be combated in all the forms it assumed, and under the various subdivisions into classes, which, from the want of a regular system of preventive Police, had been suffered to be matured into the hydra which had, at length, become so noxious and formidable.

The iniquitous devices of this criminal phalanx, and the consequent injuries which have arisen to different branches of Commerce, having been already developed, and exposed in the two preceding Chap-

Police which has been adopted, for the protection of Commercial Property, is best explained by the success which has attended this important design, in diminishing in so great a degree (without resorting to acts of severity) the delinquency which had so long afflicted the Trade of the River Thames.

(y) See Appendix, No, III.

ters; the numbers which compose this horde of offenders, fall now to be considered in a collected point of view, for the purpose of preparing the mind, by an apposite elucidation, for the arrangements of Police which were found necessary to be adopted.

In forming estimates however, of this nature, it would be vain and presumptuous to aim at accuracy, where, in the nature of things, so much must depend upon conjecture:—It is only necessary to state, that in the following subdivisions, which form the scale of aquatic delinquency, infinite pains have been bestowed in procuring information and data to assist the calculations, so as to bring them as near the truth, as the nature and circumstances of the case would admit.

ESTIMATE of the number of Delinquents, who have been discovered to belong to the general mass of offenders, in embezzling and stealing Commercial Property, and the Tackle, Apparel, and Stores, of Ships and Vessels in the River Thames.

I. MATES OF SHIPS AND VESSELS LADING AND
DISCHARGING IN THE RIVER. (z)

It is to be lamented, that among this class there should have been so many implicated in offences of this nature, especially the principal Officer on board in the absence of the Ship-master, in whom an important trust is reposed: but it is a melancholy

(z) In this description, Mates of East-India Ships are excepted.

fact, that the numbers who have thus been seduced and betrayed into these practices, could not easily obtain credit, except with those whose peculiar situations afford opportunities of investigations of this nature. Holding a certain rank in Society, with emoluments (*a*) very unequal to the wants of a family, they resort generally to illicit Trade, as a means of bettering their condition. The facilities which become necessary to carry on these clandestine practices, generate connections and intimacies with the lower classes of the Revenue Officers, which too often terminate in conspiracies to rob the Cargo. The transition from one offence to another is easy; and small beginnings (*b*) generally terminate in greater

(*a*) It would be an act of great policy and justice, and an improvement in *nautical œconomy* likely to produce incalculable advantages, to pass a Law regulating the wages of Ship-masters, Mates, and inferior Officers; placing those who are in responsible situations, by a competent pecuniary allowance, above the temptation of resorting to criminal actions to make up deficiencies. But such an arrangement would not be effectual, unless the selection be purified by rendering every Master and Mate incapable of acting in either of these important trusts, until after producing certificates of moral character, and undergoing an examination before a competent Board, they are certified to possess sufficient nautical Science, and are in every respect fit for the stations they are destined to fill; a precaution of this kind would preserve purity of morals,—would compel men of this description to educate themselves better, and would preserve in many instances, both the lives of his Majesty's subjects and the property of Underwriters. The adoption of this system in the East-India service, has rendered the Commanders and chief Officers *the best Navigators in the World*.

(*b*) A case recently occurred, where the Mate of an outward-bound

greater offences. Considering that there are at least 1,100 Mates of British Ships in the Foreign Trade, and about 1,300 in Foreign Ships, (c) besides 1,040 in the different Coasters, making an aggregate of 3,444, who trade to the River Thames, under circumstances where they have many opportunities to form criminal connections with corrupt Officers and Receivers of Stolen Property ; (d)—Taking also into the

bound Vessel, in conjunction with a Revenue Officer, was discovered to have been concerned in breaking open a hat-box. Two of the identical hats which had been stolen, were worn by these two offenders when apprehended, and they both confessed that they were a part of the Cargo. The same Mate having afterwards stolen a trunk of dry goods from the Ship, detection followed, and he was committed to take his trial. In Autumn 1798, a West-India Ship was plundered of a large quantity of Coffee. The vigilance of the Marine Police detected one of the Boats conveying it on shore. The Mate afterwards acknowledged that he was connected with the Officers of the Excise and Customs, by whose assistance and collusion this robbery was committed. The Mate and Steward became evidence for the Crown, and two of the Officers suffered death. Various other instances could be adduced, (and indeed have already been adduced in other parts of this work) of the criminality of Mates, although it is but too evident to those who turn their attention minutely to investigations of this sort, that previous to the preventive system, not one offence in a hundred came in any shape to light.

(c) The Mates of Foreign Ships, and others who compose the crews, while lying along side, or in the vicinity of West-India Ships and outward-bound Vessels, lading Sugar, Coffee and Tobacco, &c. are in the habit of purchasing West-India articles, Tobacco, &c. which is obtained by pillage. These Vessels afford considerable facilities to plunder, while from their peculiar situation detection is difficult.

(d) The devices practised formerly by Mates having criminal connections with Revenue Officers, shew how perfectly those iniquitous practices

the calculation the numbers who have been detected, and the scenes of iniquity which have been developed in the progress of judicial investigation, it may not be unfair to conclude, that in so great a number, *five hundred* may have been implicated, more or less, in the numerous offences which distressed the Commerce of the Port of London.

practices were systematized. It is the duty of the Excise Surveyor to call on board of Rum Ships every day, to take the *dry inches*, with the number of each cask, and then to enter the survey not only in his own, but in the subordinate Officer's book, to prevent frauds; but in consequence of a previous concert between the Mate and the Revenue Officer stationed in the Ship, it is said to have not seldom happened with a view to prevent the Surveyor from taking stock, when pillage was in contemplation, that the Rum casks have been purposely covered with *Harwers, Ropes, Wood*, and other Lumber, so as to render them inaccessible. This object attained, the incumbrance was removed as soon as the Surveyor departed, and with the assistance of a small pump, called a *jigger*, and other instruments, already frequently alluded to in this work, from three to four gallons of Rum is removed from each cask, filled into bladders with nozles and sent on shore. The pillage being thus previously obtained, the Excise Surveyor is permitted, by the removal of the obstacles, to take the *dry inches*. In this manner the superior Officers have been frequently deceived, and large quantities of Rum have been plundered. Coffee casks were pierced with a large tap borer, into which a tin tube has been put, so constructed as to admit of the beans running freely into bags; when a sufficient quantity is obtained the hole is plugged up. A similar tube was used in drawing Pimento from the bags. By this device, a *black strap* or bag, would be filled from several packages without spilling a grain. Ginger-bags were cut at the top, and after a quantity was taken out, they were sewed up.

II. THE PETTY OFFICERS AND CREWS OF SHIPS AND VESSELS, LADING AND DISCHARGING IN THE RIVER THAMES.

THE evil example of the Mates, (if such were necessary,) produces in not a few of the individuals, whether Second Mates, Stewards, Carpenters, Mariners, or Boys, who compose the crews of 3,440 Ships, which visit the Port of London from *once to forty-eight* times in the course of a year, a desire to share in the general pillage which has so universally prevailed. Admitting the crews of 2,400 Ships, (which is about the average number employed in Foreign Trade,) to amount to 30,000 inferior Officers, Mariners and Boys; and the Coasting Trade which employs 1,040 Vessels, to require 4,000; and deducting from this aggregate 10,000 British Seamen, who leave their respective Ships on their approaching the Port, or are impressed into his Majesty's service, the result will be, that out of 24,000 Seamen and Boys, a considerable proportion are on the River Thames several times in the course of a year. Hence they become open to seduction, and to the influence of the evil examples to which they are exposed, not only from the iniquitous practices which they witness in their own and other Ships often under their immediate view; but from these Mariners being too generally, whether *British* or *Foreigners*, under the influence of the lowest and most profligate class of females, who often plunder them of
their

their fair earnings, and then seduce them into acts of pillage and thieving, for the purpose of ridding them of the embarrassments which their indiscretions produce.

British Seamen in general, are a brave, but a thoughtless and dissipated race of men. Their habits of life are hostile to those principles of morality which would otherwise operate as a barrier against that species of dishonesty, which has been rendered familiar by evil example. They would be shocked at the idea of committing a robbery on shore, while they too easily reconcile their minds to offences on Ship-board, which are equal criminal in a moral point of view, and on which the Laws have inflicted, in many instances, a punishment not less severe. That system therefore of Police Regulations, which shall operate in restraining this numerous and useful class of men from acts of delinquency, while it at the same time protects them against the gross and iniquitous frauds and pillage to which they are exposed, must be acknowledged a very great, and at the same time, a most beneficial and humane improvement in the Political Economy of the Nation. Until such a system can be perfected, (and happy it is for Society that the object is attainable,) they will continue to be the deluded objects of imposition, and a prey to misery and distress at that period of life, when ease and comfort is necessary and desirable to man.

Recurring again to the aggregate of 24,000 individuals,

viduals, which is supposed to compose the whole number of Petty Officers, Seamen and Boys, who visit the Port of London, in the course of a year, it is painful to state, that, at least, 4000 may have been implicated in acts of aquatic delinquency.

III. INFERIOR OFFICERS OF THE REVENUE OF THE CUSTOMS AND EXCISE, EMPLOYED AND STATIONED IN SHIPS AND VESSELS IN THE RIVER THAMES.

NOTHING but an ardent desire to see a remedy applied to the evils that exist, through the medium of a certain proportion of this class of men, both as they respect His Majesty's Revenue, and the general corruption of Morals which prevail, could have incited a developement, over which impulses strongly operating on the feeling mind, would have otherwise drawn a veil.

Unwilling suddenly to credit what might appear to the common observer as improbable, and impressed with sentiments favourable to a class of Individuals apparently controuled by a system, at the head of which are men of the purest morals, acting zealously for the public good; it was not until much unsolicited evidence, confirmed by *specific*, and in some instances *atrocious acts* of criminality, pressed itself upon the attention, that an investigation was attempted of the practices of Revenue Officers, employed in guarding the public interest in Ships and Vessels, lading and discharging in the River Thames.

But

But reflecting, that the major part is composed of a class of men, whose original education and habits did not, in many instances, afford the means of acquiring correct notions of moral rectitude :— that they are in general indigent and needy, with calls upon them which require a more ample income than they possess ; and with wants which go beyond the habits of a common labourer, though with resources less productive :—reflecting also, that the peculiar nature of the system removed them to an almost inaccessible distance from the source of general superintendence, which could never be approached but through the medium of a gradation of subordinate Officers, rendering the peculiar merit or demerit of this class of men not easy to be known, and, therefore, holding out no hopes of benefit or advancement as a reward for integrity, while the fear of losing an employment in itself so unproductive, ceased to operate as a stimulus to good and laudable actions ; it ceased to be a matter of wonder, that such men should be open to seduction, and that a disposition should generally be manifested to avail themselves of every opportunity which occurred of increasing their emolument, at the expence of that Revenue which they were bound to protect.

Hence it would seem, that many of this class of Officers were led on, step by step, urged by the demands of their families, and the increasing expence of livelihood, to acts of Turpitude and Delinquency, which other inferior Officers appointed to control them,

them, and upon whose report their fate depended, might be disposed to wink at, from a dread of the exposure of some irregularities in their own conduct, in the acceptance of prohibited Fees.

Standing in this situation, where the power of Punishment extended no farther than dismissal ;— Where no means of detecting Offences existed, and where, even in cases of Detection, no Prosecutor was called upon to promote the ends of Justice ;—where no Police attached as an appendage to the System, for the purpose of over-awing persons in the progress of committing Offences, they naturally increased. The causes therefore, are thus easily explained, which have produced the enormous abuses, whereby the interest of the Revenue, and the rights of Individuals, have been in so extensive a degree invaded.

It would appear from information, which has been derived from various sources, agreeing in all the leading features, that the inferior Officers of the Revenue may be divided into the following classes :—

1. Those who have been, for a considerable length of time, hackneyed in all the abuses which have prevailed in the River, who carry on their Depredations to a great extent, in connection with Criminal Receivers, and who also contribute, in no small degree, to the seduction of Mates, and the petty Officers, who are strangers, by bringing them over to their nefarious designs.—These are generally denominated *Game Officers*.—Many of this description are apparently correct in their attendance upon duty, and never subject themselves to the imputation of being *negligent Officers*. They are moreover in general *acute and penetrating*, capable
of

of devising and carrying plans of Depredation upon the Revenue and the Individual into execution, while, at the same moment, they have the address to make their superior Officers believe them honest and faithful. As soon however as they are placed on board at Gravesend, they begin to lay their plans. If the Mate is a stranger he is sounded,—an intimacy is formed, and Proposals are hazarded, for abstracting a part of the Cargo. The Mate is reconciled to the measure, by the observation that it never will be missed,—that under the wings of the Officers a discovery is impossible, and that it will put a good deal of money into all their pockets. Preliminaries being thus settled, the particular mode of committing the Plunder is adjusted. When the Ship arrives at her moorings, the Copeman or Receiver is sent for, and the prices of the different articles, which are to be disposed of, are settled.—

Sugar is sold under the Flash Term of *Sand*
Coffee *Beans*
Pimento *Pease*
Rum and other Liquors *Vinegar, &c.*

The Copemen provide Bags, Jiggers, Bladders, and other conveniences, and when matters are previously adjusted, the Plunder goes on to a great extent in the night. In some instances the three Officers of the Customs and two of the Excise, are said, upon no vague authority, to have pocketed from 30*l.* to 50*l.* each, from the Plunder of a single Ship; besides what was obtained by the Mate and petty Officers, and the Copeman and his gang of assistants, which frequently amounted to a very large sum, as has been already explained in the Second Chapter, in which the nefarious Practices of Night Plunderers, called *Light-Horsemen*, are exposed. The Pillage of the Cargo generally began about Eleven o'Clock at night, after all the visiting Boats of the Customs and Excise had left the Ship, and continued

continued usually till five in the morning, making repeated trips on shore during this period, and changing the Signals every time to prevent Detection. An instance, however, has been stated to the Author, where this species of extreme caution did not avail. A Prevention Boat belonging to the Revenue rowed up to the bow of a *Game Ship*, when one of the Officers asking, in a low tone of voice, *Are you ready?* The answer was in the affirmative; and instantly three bags of Sugar were lowered down of nearly *two cwt.* each. On going on board, two more bags were found; but the matter is said to have been hushed up.

It will be shewn in the sequel, that the Police Surveyors upon the River, have completely defeated these abominable Conspiracies. They are not confined to hours, but are out the whole night in different directions, watching in particular the Ships that are suspected.

- II. Officers who merely connive at Pillage and Plunder, in consideration of a certain gratuity, and who do not partake themselves in the general spoil.
- III. *Extra Officers*, who are only paid 3*s.* per day for about six months in the year, while they are employed.—Their fair emolument producing only about 2*l.* a year on an average, they are, with some exceptions, always disposed to sacrifice their integrity and the public interest, to what may appear to be for their own advantage; and by considering the short duration of the period of their power, seldom lose an opportunity in making the most of it, by resisting any proposition, whereby this object can be promoted.
- IV. *Glut Officers*, who are only sought for when great Fleets arrive, and the Port is exceedingly crowded. In this situation such, in general, are accepted of as can write decently; they are of course generally composed of illegal Lottery Insurance Clerks, occasional Waiters at Taverns, and other outcasts, who have no settled employment, and who are said to have

have considered such temporary appointments as a kind of harvest, which they are to render as productive to themselves (while the Power remains) as circumstances will admit, and of course are glad of every opportunity of benefiting themselves at the expence of the Merchants and the fair Traders.(e)

V. *Pure Officers*, part of whom belong to all the different classes; but who are generally *scouted* by their associates, while it too frequently happens, from the circumstances already stated, and the interest which criminal Officers take care to preserve with their immediate Superiors, that no channel exists whereby they can convey useful information.

VI. *Custom-house Watermen*.—Among this Class are certainly many impure Characters, who have been known to be in connection with the *Game Officers* on board the Ships, for whom they have been generally considered as safe carriers, because if met by a Superior Officer the Goods were converted immediately into a Seizure, and conveyed to the Custom-house: but if they escaped notice, the booty was conveyed to the Copeman, or Receiver.

(e) The following account of these Officers is given in the very words of a person extremely well-informed on the subject.—“The Glut make interest with the superior Officers of the Customs, to be employed when large Fleets arrive from the West-Indies. Their pay is 3s. a day while on duty. They have seldom a farthing in the world when they go on ship board, having spent all in making interest to procure what is called a *good Ship*, and sometimes a *good Birth* ——” that is, a situation where, from the absence of the Captain, and the rascality of the Mate, a conspiracy is formed to plunder the Ship. Their System (to use their own language) is to *make Hay while the Sun shines*; and they have been known to make from 15*l.* to 20*l.* by a single Ship so circumstanced.”

An instance is stated to the Author, on an authority which admits of no doubt, that in a System of Pillage carried on by the Mate, and *Game Revenue Officers*, on board of a Ship Outward-bound for Hamburgh, some of the Gang who were engaged night and day in this business, consisted of Searchers* Watermen, whose particular situation, as Officers, tended in some degree to shield them from suspicion, though in this respect they have not always been successful, as Convictions have taken place where Revenue Watermen have been detected with Goods without the broad Arrow, to denote that they were seized, and rowing in a different direction from the Custom-house.

The number of inferior Officers employed by the Customs may be arranged as follows :

I. 200 *Established Tide Officers*, having a Salary one half of them 40*l.* and the other 35*l.* a year, and 1*s.* a day while on Duty. A considerable proportion, however, is appointed to superior duty, as Acting Surveyors, in the Summer when the Fleets arrive, and have a certain influence in appointing Extra and Glut Officers to Ships. Their average fair emolument 55*l.* a year.

II. 200 *Preferable Officers* who receive 3*s.* 6*d.* a day without any Salary. They may be employed two-thirds of a year, and may receive at the rate of 42*l.* a year.

400 Officers brought over.

III. 300 *Extra Officers* (or thereabouts,) who receive 3*s.* a day while employed, or about 27*l.* a year; having only duty to perform for about half the year.

IV. 150 *Glut Officers*.—These receive also 3*s.* a day while employed, which seldom exceeds two months, and therefore their fair earnings cannot average above 10*l.* a year each.

850

Besides these 850 inferior Officers, or thereabouts, (for as their numbers vary they can never be exactly ascertained) there are 82 Custom-house Watermen who are attached to the Superior Officers, who survey the different Ships in the River, viz.

	<i>Watermen.</i>
4 Inspectors having	16
16 Tide Surveyors having	32
3 Preventing Officers	6
1 Tobacco Inspector	4
4 Tobacco Surveyors	8
4 Wood Farm Officers for Timber	8
4 Coast Officers	8
<hr/>	<hr/>
36	82

The Watermen are divided into three Classes.—Those that are *established* receive 35*l.* a year; the *Preferable* 3*s.* 6*d.* a day for two-thirds; and the *Extra* 3*s.* a day for about half the year.

The

The aggregate, therefore, of inferior Officers of the Customs who do duty on the River, may be estimated at 932; and perhaps there are about one-third of that number in the Service of the Excise, making in all about 1200 inferior Officers, whose Salaries, or allowance, run from 10l. to 55l. a year.

Looking at the subject in the point of view in which it is thus placed, humanity pleads in behalf of this miserable Class of men. Few of them, except the Watermen, have opportunities of making Seizures, and these too have experienced a prodigious reduction in their emoluments, since the vigilance of the Marine Police has, in so great a degree, banished Delinquency and Smuggling from the River.

A Custom-house Waterman, who appeared to be a man of veracity, while he candidly acknowledged to the Author the utility and necessity of the Marine Police, stated at the same time his loss by the diminution of Seizures, to be equal to from 35l. to 40l. a year.

Where no fees are authorized, *none will be given but for connivance at clandestine transactions.* The inferior Officers are in this precise situation: their emoluments are inadequate to the support of their families, and hence they have too easily yielded to temptations; stimulated by *want*, and reconciled to bad actions by the force of example, and the sanction which *forbearance* and a deficient System of œco-

mony and Police had given to offences of great turpitude.

Were there not abundance of proofs in the detection and conviction of so many of this class of men, the occasional dismissal of such numbers shews that their purity and integrity is not of that cast which can beget confidence.

Taking therefore, all circumstances together, it may not be too much to state, that out of 1200 inferior Revenue Officers who have been employed on the River duty, *Seven Hundred* may have been, more or less, profitters by the excessive Plunder, which seems to have been more or less general in every line of Commerce.

It appears from various accurate channels of information, that the evils which have arisen from the Criminal Conduct of many inferior Revenue Officers, is confined to no one particular line of Trade; but pervades the whole, and in particular Outward-bound Ships, which were never supposed to be objects of attention, no suspicion having arisen of their being in danger of being plundered. These have therefore, of late afforded the best opportunity of acquiring a large booty with a less degree of risque.—This was some time since discovered by Revenue Officers and their associates. By sleeping near the Cargo a knowledge is acquired of the means of obtaining valuable Packages, by which Government is defrauded of the Debentures, and the Merchant loses his Property, implicating at the same
time

time the character of the fair Trader, and generating disputes between Shippers and their correspondents, of a nature the most disagreeable. Important as it certainly is, to guard by every possible means the security of the Revenue, with respect to Debenture Goods, the System does not seem to admit of the same minute accuracy as prevails with respect to goods imported; and hence enormous frauds have been discovered. When a Ship proceeds outward-bound down the River, if the Plunder cannot conveniently be removed till she reaches Gravesend, every facility is found there with respect to the concealment; and where a sale cannot be effected at the price which is expected, the goods purloined are returned to London in the Gravesend Boats, without any suspicion whatever being excited.

IV. LUMPERS EMPLOYED TO LOAD AND DISCHARGE SHIPS IN THE RIVER THAMES.

The illegal proceedings of this description of Labourers have already been developed in the Second Chapter. (Div. IV. p. 62.) They may be divided into three Classes :

1st. Regular Lumpers who are employed all the year round in labouring in the Rigging and outfit of Ships; and also as *holders*, or persons who unstow the Cargo during the discharge, set up the *Derick*, &c. and who are generally complete Seamen - - 400

	Brought forward	400
2d.	Inferior Lumpers who are not always Seamen by profession, but who are in the habit of working on board of vessels in the character of <i>Deckers</i> , or persons who hoist up the Cargo upon deck, and from thence into the Lighters, and seek their living chiefly among the Shipping - - - - -	600
3d.	Occasional Lumpers who resort to the River when great Fleets arrive, for temporary employment - - - - -	400
	Total . . .	1400

When the general profligacy of manners, which has been found to pervade this great body of Labourers, is considered, by a reference to the details already given of the mischievous habits they have contracted, and the evil practices of which too many of them have been guilty, it may reasonably be concluded, that out of 1400 who follow this employment, at least *Twelve Hundred* have been, more or less, concerned in the Pillage of Commercial Property.

V. COAL-HEAVERS EMPLOYED TO DISCHARGE COLLIERS IN THE RIVER THAMES.

As the Metropolis and its environs require 850,000 Chaldron of Coals annually, for the consumption of the inhabitants and numerous Manufactories, it appears that the weekly supply must amount to 16,346 Chaldrons, or 74 Cargoes of 221 Chaldrons each.—

To

To discharge these vessels, making allowance for sickness, and occasional absence, it has been already stated, that at least 800 men must follow this laborious employment, of whom 600 may be classed among those who have been following pilfering practices, exclusive of those who discharge the Lighters.

A general opinion prevails, that the Coal-heavers are extremely numerous, from the immense labour which they perform in the course of a year. It is however, by no means the case; and even a considerable proportion of those who are employed, are Soldiers in the Guards.

VI. JOURNEYMEN COOPERS EMPLOYED IN THE DISCHARGE OF SHIPS AND VESSELS IN THE RIVER THAMES.

SUPPOSING 200 Ships of all descriptions, under discharge at one time in the Port of London, and each, from the particular nature of the Cargo, to require two Journeymen Coopers, it would follow that 400 of this Class are employed, with certain interruptions, in Ships and Vessels in the River Thames. Enough has been stated (in Chapter II. Div. V. p. 65.) to shew the disposition they have manifested, not only to commit acts of Pillage themselves, but to be instrumental in affording facilities to others. Many circumstances warrant a conclusion, that at least 300 of this Class may be considered as Delinquents.

When

When the Journeymen Coopers were sent on board of the West-India Ships in 1798, which were under the control of the Marine Police, where no Plunder could be obtained, on account of the sworn Constables placed on board, the greatest clamour ensued, and they insisted on an advance of Wages.

VII. WATERMEN PLYING BETWEEN LONDON BRIDGE AND GREENWICH, WHO ARE ATTACHED TO OUTWARD AND HOMEWARD-BOUND SHIPS IN THE RIVER THAMES.

It has been generally supposed, that about 900 Watermen are either attached to particular Ships lading or discharging in the River Thames, or are occasionally employed in conveying provisions and baggage, or in landing articles sent on Shore. The facilities which many of this Class afford in conveying Plunder from these Ships, has already been explained (in Chap. II. Div. VI. p. 66.) and the evidence of their evil practices has been too clearly evinced, by numerous Convictions, to admit of a doubt, *that 500 at least are men of loose conduct*, who require to be narrowly watched, inasmuch as not a few of them have been proved guilty of seducing Seamen and others to commit acts of Pillage, and assisting them in the conveyance and disposal of the booty.

VIII. JOURNEYMEN LIGHTERMEN EMPLOYED IN
CONVEYING GOODS AND MERCHANDISE TO
AND FROM SHIPS LADING AND DISCHARGING
IN THE RIVER THAMES.

THIS Class has been already pretty fully treated on (in Chap. II. Div. IX. p. 70.) They belong to the Society of Watermen. Their hostility to the security of Commercial Property has been already explained;—their numbers are to be ascertained by having recourse to the Lighters, which they navigate in various branches of Trade. It has been shewn that the following Craft are employed in the Trade of the River, exclusive of Coal Barges, namely—

402 Lighters	} Employed in lading and discharging Ships and Vessels outward- bound and homeward-bound, including the West-India Trade.
388 Punts	
790	
<hr/> 400 Barges in the Deal and Timber Trade.	
<hr/> 1190 . . Total;	

which may be supposed, making allowance for absence and sickness, to give permanent and occasional employment to about One Thousand Five Hundred Journeymen Lightermen and their Apprentices. Their Employers, the Master Lightermen, are generally persons of much respectability, who sensibly feel the injuries and inconveniences to the Public and to themselves, which result from the
loose

loose conduct and profligacy of not a few of their Journey-men; five Hundred of whom are supposed to compose a part of the Criminal Confederacy upon the River, and to require the watchful eye of the Police. Before this new System existed, it was not unusual for this Class to remain in their Lighters alongside of West-India Ships so long as Pilfering went on: wherever nothing is to be procured, from the circumstance of the protection of the Police being extended to particular Ships, they are now in the habit of leaving their Craft to be laden by the Lumpers, and seldom return till called upon to convey them to the Quays.

IX. MUD-LARKS.

[The derivation of this term, and the nature of the Depredations carried on by those who are distinguished by it, have been already stated (in Chap. II. Div. VII. p. 68.)]

THE number of individuals who compose this Class cannot easily be ascertained. They may be said to be *aquatic Itinerants*, who increase or diminish according to the resource which is afforded for obtaining Pillage by their own devices, or giving facilities to those who convey Plunder from Ships and Craft in the River.—They are proper objects for the attention of the Police. Perhaps their amount may be estimated, in different parts of the River where the Shipping lie, at *about Two Hundred*.

To

To these may be added another Class of men, who follow the profession of Catching Rats on board of Ships; whose conduct also requires a narrow inspection; and as to whom see Chap. II. Div. VIII. p. 69.

X. WATCHMEN IN SHIPS AND LIGHTERS, AND UPON THE QUAYS AND WHARFS IN THE PORT OF LONDON.

AMONG this Class there is a mixture of honest and criminal Characters; and also not a few who, without being impure themselves, from carelessness and timidity, or from considering themselves as under the direction and control of Mates, and persons having the immediate charge of Craft, suffer Depredations to be committed, and even assist in removing the spoil when required so to do, by those whom they look up to as their Superiors. Nothing can be upon a worse footing than the System of watching Commercial Property in the Port of London. In most instances it resolves itself into a mere mockery of Security, while the expence incurred by the Trade at large is enormous. The System is radically wrong, and from this source have originated many of the evils which have been detailed and explained in this Work. It frequently happens from an ill-judged parsimony, that only a single Watchman is employed to guard a valuable Cargo in the *Ship*, and in the *Lighters*; and this feeble and ineffectual guard is trusted, without any relief, sometimes, for three or
four

four weeks together; and thus the Ship is allowed to be without protection, while this ineffectual guard is slumbering, for want of rest, in the Lighters. *The mere annual interest* of the Property lost by this mistaken œconomy, would be more than sufficient to support a regular and systematic Guard, controled and instructed by the Police, under whose guardianship, vigilance would be ensured, and collusive and fraudulent practices prevented.

On a supposition that the Watchmen employed in the Ships, and in the numerous Lighters and Craft on the River, laden with valuable Property, together with those that are employed as Guards upon the Quays and Wharfs, on both sides of the River, from Westminster Bridge to Deptford, may amount to 1000; it is much to be feared that 300 at least, are concerned in assisting in the commission of Crimes.

The following ESTIMATE, will elucidate and explain the nature and extent of the risque to which Commercial Property is exposed in the River Thames; —*requiring an efficient Guard:*

<i>Statement for a Year in Foreign Trade.</i>		<i>Cargoes.</i>
1,405	Cargoes inwards and outwards in British Vessels is	2,810
1,843	Cargoes in Foreign Vessels, supposing one-half in Ballast	1,843
400	Barges	} 1,140 Craft laden with outward and homeward Cargoes, on an average each 40 times a year
402	Lighters	
338	Punts	
		45,600
	Carried over	50,253
		Brought

Brought over	50,253
<i>To which add</i>	
2,196 Coal Craft, having Cargoes in a year, estimated at	47,788
<hr/>	
Total number of Cargoes, requiring to be watched, exclusive of the Coasting and River Trade, and the Property exposed on the Quays, &c.	98,041
<hr/>	
* * Total estimated value of the whole Property, more or less exposed in the course of a year in Ships, Vessels and Craft, and upon the Quays, Wharfs, and Landing Places (<i>f</i>)	£.60,597,989
	<i>Sterling.</i>

XI. LABOURERS ON THE QUAYS AND WHARFS, &c.
IN THE PORT OF LONDON, GENERALLY DENOMINATED SCUFFLE-HUNTERS.

THE general pursuits, and the universal Profligacy of this Class of Labourers, who may be considered as the Scum of Society, have already been explained (in Chap. II. Div. X. p. 75.)—Their number varies according to the opportunities which are presented, for affording the most productive harvest in the scramble for Plunder. This, however, to use their own language, is generally found at the *Water Side*, to which they resort, in crowds, in the throng Seasons, and obtain occasional employment through a want of a better Class of Labourers.—*Perhaps they may amount to about 500 in all.*

(*f*) See Table, page 22.

XII. LABOURERS IN THE DIFFERENT WAREHOUSES
IN WHICH COMMERCIAL PROPERTY IS DEPOSITED
IN THE PORT OF LONDON.—(See Chap. II. p. 76.)

As it has been shewn that the value of the *foreign Merchandise alone*, imported into the River Thames, amounts to £.25,157,421 *Sterling* in the course of a year; and as it appears probable, that this immense Property cannot be contained in less than *One Million of Casks and other Packages*; the Warehouses necessary to contain these Goods must not only be very extensive, but the Labourers who are required to deposit, and afterwards to remove such a mass of valuable Goods, either for Exportation or home consumption, must be pretty numerous in all the different branches; and that from the state of Morals among the lower Classes, a general disposition to commit acts of Pillage must prevail wherever opportunities offer. This indeed, has been proved to be the case in a multitude of instances;—but as the Class denominated Scuffle-hunters, who have been already estimated, frequently mingle with the others, the Labourers in the Warehouses, in this view, may probably not exceed One Thousand on both sides of the River, and of these at least *Five Hundred may be considered as implicated in the general charge of Delinquency.*

HAVING thus taken a general View of the different Classes, who, in the course of their various employments in Ships, Vessels and Craft, and on the Quays and Wharfs, and in the Warehouses in the Port of London, are, more or less, the objects of attention on the part of the Police, from the discoveries which have been made of the turpitude of their conduct; it now remains to form some estimate of the number of those more atrocious Offenders, who seek not for the cover of employment in committing their Depredations on Commercial Property:—at the head of this Class stand—

XIII. RIVER PIRATES.

THE detail of the evil practices of this abandoned race of men, which is given in the Second Chapter, (Division II. p. 50.) supersedes the necessity of further observation as to the nature or extent of their Iniquities. Whatever a return of Peace may produce, their numbers have certainly diminished, as has been already noticed, since the commencement of the War; and, probably, could not be estimated at more than *One Hundred*; when the *Marine Police* was established.

XIV. NIGHT PLUNDERERS.

THIS Class comprising not a few of the Watermen, Coopers and Lumpers, who have been already enumerated, it may probably be nearest the truth

to estimate them at not more than *Two Hundred*, previous to the establishment of the Marine Police. Their illegal practices are elucidated and explained in Chapter II. (Division III. p. 52, &c.)

XV. LIGHT HORSEMEN.

THESE have been explained in the Second Chapter, (Division III. p. 58.) to be men acting in concert with the *Receivers, Mates and Revenue Officers*, on board Ships in the Night, and in consequence of previous preparations, removing Commercial articles (particularly West-India Commodities,) to a great amount. The mischief they did was of course extensive; but their transactions having been the result of a preconcerted plan, and requiring great caution in the selection of the Labourers, it was certainly confined, comparatively, to a few hands. Exclusive of the *Mates, Revenue Officers and Receivers*; — considered separately — they probably, never at any time exceeded *Two Hundred*.

XVI. RECEIVERS OF COMMERCIAL AND PUBLIC PROPERTY IMPORTED INTO, AND EXPORTED FROM, THE RIVER THAMES.

In looking at the various ramifications of this *PANDÆMONIUM of Iniquity*, from which has gradually sprung up all those evils which have proved so destructive to public Morals, and to the Security of
Commercial

Commercial Property, it is impossible not to be struck with the examples which are here exhibited of the power of avarice over the human mind, in drawing, in several instances, men of Property from the line of rectitude, which their situation in Society renders it their interest to pursue;—in plunging them into an abyss of Turpitude and Crimes, and subjecting them to those penal hazards, from which a purer conduct might exempt them, with perhaps an equal chance of accumulating wealth through the medium of honest industry. Yet such is the passion for becoming suddenly rich, and for acquiring the means of indulging in luxury and extravagance, that it is to be lamented among the various Criminal Devices to which men resort to gratify avaricious desires; the purchase of Stolen Property is one, which not only spreads broad and wide in this great Metropolis, but also attaches to Individuals, who, moderating their views, might pass through life with credit and reputation, without resorting to such Criminal Subterfuges.

The discoveries which have been made, not only of the systematic Trade of receiving and purchasing, at very reduced prices, Commercial Articles of great value; but also of planning and assisting in the execution of designs, which have *Robbery* and *Plunder* for their object, convey to the mind a very melancholy picture of human nature. But when to this are added deliberate attempts to seduce men, having the trust of a valuable property, from the paths
of

of honesty, by persuading them to commit felonies, and by holding out, not only those facilities which may assist them in eluding detection ; but also the wages of iniquity in a large, though an inadequate pecuniary reward, when opposed to the booty which is obtained, it is impossible to contemplate a species of turpitude thus aggravated and increased, without feeling a strong anxiety to see remedies applied to an evil of the greatest magnitude.

This mischievous horde of delinquents, who thus propagate and nourish criminal offences, may be divided into twelve different classes.

I. *Receivers of the more opulent class* ; to whom the foregoing observations particularly apply. These availing themselves of the pecuniary resources they possess, give existence and vigour to depredation, upon a large scale, by solicitations and facilities, without which they could not have been committed ; and when under the embarrassment of detection, avail themselves of their pecuniary resources, in calling forth the talents of Counsel and the whole chicane of the law, to enable them to elude the punishment due to their crimes ; in which the friends of Morality and Justice have to lament that they are too often successful, producing thereby incalculable injuries to the Community at large.

Of all others, the individuals of this class are the most noxious and destructive to Commercial Property. Some of them have carried on Sugar Refineries chiefly by the spoliation which they fostered and encouraged.

couraged. They have accumulated wealth by purchasing Tea, Coffee, Hemp, Ashes, Deals, Timber, and many great articles of Commerce, at very reduced prices, which their credit in the Commercial World has enabled them to dispose of, without suspicion, at the full value.

II. *Receivers of an inferior Class*, who are in connection with small Grocers, and venders of Smuggled Goods, through whose medium the Lumpers have been accustomed to dispose of the Plunder they obtained, and which was afterwards conveyed by false Bills of Parcels to the Houses and Shops of the Purchasers, whose dealings amounted to a large sum in the course of a year.

III. *Receivers, in connection with Revenue Officers*, who are denominated *Copemen*, and who contribute, in no inconsiderable degree, to the Pillage which has taken place in outward and homeward-bound Ships, by the assistance they afford in finding means to convey the articles on shore, and afterwards in disposing of them.

IV. *Receivers who keep Shops for the Purchase and sale of Old Iron and Old Stores, Hand Stuff, Junk and Rags*, who deal with the Stealers of Cordage, Metals, and other articles, which they are ever ready to purchase, at an under price, without asking questions, and not seldom to cover the unlawful possession of King's Cordage, by certificates of similar Stores, purchased at the Sale of un-serviceable articles at the Dock-yards.

O

V. *Receivers*

V. *Receivers who keep small Grocers' Shops, and Chandlers' Shops* for Corn, and other articles.—These encourage Labourers, and others, who work on Ship-board and in Warehouses, to purloin Sugar, Rum, Coffee, Pimento, Ginger, Dutch Cheeses, Corn, and various other articles which are instantly purchased, under circumstances which denote a perfect knowledge of the articles being Stolen.

VI. *Publicans* who are in the habit of giving credit to Lumpers, and other Aquatic Labourers, receiving in payment whatever they can steal and purloin from Ships and Vessels in the River Thames, and from the Wharfs and Warehouses adjacent thereto; or permitting their houses to be a general rendezvous for Journeymen Coopers, who commit acts of Pillage in the Warehouses, under the pretence of removing Samples.

VII. *Small Manufacturers* of Twine and Ropes, who are in connection with the Labourers on board of Ships from Russia, and with Night Plunderers who pillage Hemp Lighters: Supplying themselves in this manner with the chief part of the Raw Materials which they work up at a very under price, and encouraging this species of Depredation, (which has gone to a great extent annually,) by applications to those whose situation at the time affords them opportunities of obtaining, by unlawful means, this particular article.

VIII. *Female Receivers* who keep houses of ill-fame, or are otherwise in connection with the Seamen

men on board the Ships and Vessels in the River Thames.—These, after plundering the thoughtless men of their wages, by the most infamous means, encourage them to pilfer and steal whatever can be obtained; in the sale of which they are generally cheated of three-fourths of the value. This ill-got wealth is speedily dissipated in riot and debauchery, and the Depredations renewed, subject to a repetition of the same frauds and impositions.

IX. *Covetous Receivers*, whose attention is directed to good Bargains, and who are in the habit of purchasing Smuggled Goods and cheap articles without asking questions.

X. *Careless Receivers*, who without meditating any evil design, purchase, indiscriminately, whatever they can obtain cheap, under the idea that it is the private adventure of Sea-faring men, or their connections. For this species of traffic, there are multitudes of open doors in every Street in the vicinity of the River on both sides, from London Bridge to Blackwall and Greenwich.

XI. *Receivers of his Majesty's Naval and Victualing Stores*, residing at the Towns and Villages from Deptford to Leigh and Sheerness, on both sides of the River Thames, and on the River Medway, and from thence to Chatham. These afford infinite facilities to persons who navigate Hoys, and other Vessels in the service of Government, in the purchase of whatever can be abstracted from their Cargoes, Stores or Materials; and who are also in the habit of purchasing

chasing from the Mates and Crews of Trading Vessels whatever they bring for Sale without asking questions. They are discovered to be a very mischievous class of men, and require to be narrowly watched.

XII. *Jew Receivers*, and others who keep *single-horse Carts*, and collect old Iron, Copper Bolts, Nails, and different Metals; also Junk, Cordage, and Ships' Stores, &c. at the Dock-yards of Deptford, Woolwich, Sheerness, and Chatham, by holding out encouragement to those who have opportunities to pilfer and steal, by the purchase of such articles at an underprice. These single-horse Carts have greatly increased of late years, and the facilities they afford in the immediate conveyance of King's Stores to places of concealment, together with the lures they hold out to Labourers and others to pilfer and steal, have long rendered them objects of attention on the part of the Police. Their rapid increase too affords strong grounds of suspicion, that the evils they generate are multiplying every year.

In estimating the number of these respective Classes of Receivers, it must be evident that the mind cannot be assisted by any accurate data.—Recourse must, therefore, be had to those lights which experience, in executing the duties of a Magistrate, upon a very extensive scale, has suggested; aided by minute inquiries, and by an attentive view of the different ramifications of these various nurseries of Criminality.

With the assistance therefore, of such information, as experience and investigation have furnished, the following general view of the probable numbers of those noxious Members of Society, in their different Classes, is offered to the consideration of the Reader :—

1st. Opulent Receivers who trade on a large Scale	20
2d. Inferior Receivers who deal with Lumpers, &c.	25
3d. Copemen in connection with Revenue Officers	20
4th. Dealers in Old Iron, and Old Ships' Stores, &c.	55
5th. Small Grocers and Chandlers	55
6th. Publicans	35
7th. Twine and Rope Spinners	20
8th. Female Receivers	50
9th. Covetous Receivers	60
10th. Careless Receivers	150
11th. Receivers on the Banks of the Thames, and Medway below Deptford	40
12th. Jew Receivers and others who travel with Carts .	20
	<hr/>
Total	550
	<hr/>

It now becomes necessary, after the foregoing delineation of a very melancholy picture of the component parts of this great machine of Turpitude, which has so long been moved with impunity, and which has proved so hostile to the rights of innocence, and to the best interests of Commerce and Navigation, to exhibit the whole in a collected point of view by the following

RECAPITULATION.

RECAPITULATION.

	Total Number.	Delinquents.
1st. Mates of Ships and Vessels	3,444	500
2d. Inferior Officers and Crews	24,000	4,000
3d. Revenue Officers, &c.	1,400	700
4th. Lumpers	1,400	1,200
5th. Coal-heavers	800	600
6th. Coopers	400	300
7th. Watermen	900	500
8th. Lightermen	1,500	500
9th. Night Watchmen	1,000	300
10th. Scuffle-Hunters	500	500
11th. Labourers in Warehouses	1,000	500
	<hr/>	<hr/>
	36,344	9,600
	<hr/>	<hr/>
12th. River Pirates		100
13th. Night Plunderers		200
14th. Light-Horsemen		200
15th. Receivers, including (12 Classes)		550
16th. Mudlarks and Rat-Catchers		200
		<hr/>
	Total	10,850
		<hr/>

As in Military Tactics an experienced General will feel it his duty to consider well the force and position of an opposing enemy, with respect to the condition, and arrangement of his own strength, so in a warfare upon hosts of Criminal Delinquents, it becomes equally necessary to estimate their numbers, and the hostile plans they have concerted against

against the property of the innocent part of the Community, before measures of opposition are attempted.

In organizing therefore, the System of THE MARINE POLICE, the strength and situation of the enemy in all the various detachments and subdivisions which formed the general army of Delinquents, have been fully appreciated, and the establishment was by degrees adapted, as far as *limited funds* and *deficient laws* would admit, to the object of eradicating the mischief by an *ultimate conquest*, on the principles of prevention, rather than severity; and with this particular view, it at length assumed the form which is now to be explained.

I. *A Judicial Department*, where Magistrates preside for *the sole purpose* of taking cognizance of offences committed in Ships, Vessels or Craft, in the River Thames, or in the vicinity thereof, by the stealing of any part of the *Tackle, Apparel, Stores, or Cargoes*;—of making Adjudications and Convictions, in cases of Misdemeanors;—and of committing for trial for higher offences.

To this Department is attached a superintending resident Magistrate, two Judicial Clerks, a Chief Constable, and seven Petty Constables. Any Police Magistrate, or any other Justice of the County of Middlesex, may assist the Magistrates in their judicial Functions.

II. A MARINE POLICE, or *Preventive Department*, under the particular direction of the Superintendent and Resident Magistrate, to which the following Officers are attached :—

- 1st. 1 Chief Clerk and Cashier, for general purposes.
- 2d. 1 House Surveyor and Superintendent of Ship Constables.
- 3d. 4 Boat Surveyors, for visiting Ships, &c.
- 4th. 5 Perambulating Surveyors, for River duty.
- 5th. 18 Watermen attached to these Surveyors.
- 6th. 1 Surveyor of the Quays.
- 7th. 2 Assistant Surveyors.
- 8th. 30 Quay Guards under their Superintendance.

62

Ship Constables are only employed on the application of the Ship Owners, for the purpose of protecting the Tackle, Apparel, Stores, and Cargo, from Plunder during the discharge. They are considered as efficient Substitutes for the very inefficient Watchmen formerly employed, and are of course paid by the Ship-Owners. The Quay Guard is at present defrayed from a Fund contributed by the West-India Planters and Merchants. Their employment ceases when the Cargoes, under the protection of the Police, are warehoused.

III.

III. *A Department for employing Lumpers for the purpose of discharging Ships, as a further means of preventing Plunder.*—Also under the particular control of the superintending and resident Magistrate, to which the following Officers are attached:

- 1st. 1 Superintendant of Lumpers.
- 2d. 1 Collecting Clerk.
- 3d. 1 Assistant Clerk in the Office for Lumpers.
- 4th. 80 Master Lumpers, sworn and instructed.
- 5th. 820 Working Lumpers, controled by the Police, and more or less employed as
— occasion requires: (average number.)

Total about 900

The plan upon which the Lumping System is conducted, is detailed in the Minutes of the West-India Committee in the Appendix V. and the Rules explanatory of the expence, in Appendix IV.

IV. *A General Department for the Accounts and other purposes*—Under the direction of the Magistrates.

- 1st. A Cashier, collecting Clerk and other Clerks, already mentioned.
- 2d. A Solicitor under the direction of the Commercial body, so far as relates to the prosecution of Offenders.
- 3d. A House-keeper and Office-keeper.
- 4th. A House-watchman.

The total number of persons composing the whole Establishment, who are remunerated for their services

vices from Funds issued by Government, and from Contributions by the West-India Planters and Merchants, may be arranged according to the following

RECAPITULATION.

1st. The Judicial Department.		
Superintending Magistrate—No Renumeration.		
Resident Magistrate	1	<i>Salaries.</i>
Judicial Clerks	2	
Constables	8	
	— 11	£.980 0 0
2d. The Marine Police Department.		
Chief Clerk and Cashier	1	
Surveyors on the River	9	
House Surveyor	1	
Watermen	18	
	— 29	1700 0 0
Quay Surveyors	3	
Quay Guards	30	
	— 33	950 0 0
3d. The Department for Lumpers.		
Superintendant of Lumpers	1	
Collecting Clerk	1	
Assistant Clerk	1	
	— 3	270 0 0
4th. The General Department.		
Solicitor for Prosecutions	1	
Office-keeper	1	
House-keeper	1	
House Watchman	1	
	— 4	200 0 0
		—
Total persons	80	£.4,100 0 0
		Brought

	Brought over	• 4,100 0 0
House, Taxes, Law Charges, Stationary, Coals,	}	900 0 0
Candles, Boat expences, premiums for Services, and contingent Charges, &c. &c.		
Total expence on the present Scale		£.5,000 0 0

The number of persons who are remunerated for their labour and services by Ship-Owners, have been already stated, to include the Ship-Constables and the Lumpers, *viz.*

1st.	220	Ship Constables paid as Watchmen only, when employed.
2d.	900	Lumpers who receive the usual Wages, when called to perform the labour of the discharge.
Total	1120	

As this, however, is no new expence, it is unnecessary, and even impossible to state the annual amount, as it varies according to the Calls which are made upon the Institution for this additional means of security; to promote which, it certainly operates very powerfully; and it is only to be lamented, that those whose duty it is to avail themselves of this singular advantage, in favour of the Freighters and Proprietors of Cargoes, are so backward in their applications, since no expence is thereby incurred which they did not, or ought not, to have disbursed for Watchmen and Lumpers previous to the establishment of the Marine Police. (*g*)

(*g*) See Appendix III. IV. V.

RECAPITULATION

Of the whole Civil Force of the Marine Police, permanent and occasional as now systematized.

Permanent Establishment.	}	1st. Judicial Department	11	
		2d. Marine Police Department	62	
		3d. Department for Lumpers	3	
		4th. General Department	4	
				— 86
Occasional Establishment, for Protection and Labour.	}	Ship Constables, sworn and in- structed	220	
		Master Lumpers, sworn and in- structed	80	
		Working Lumpers under the control of the Police	820	
				— 1120
				—
		Total	1200	

Such is the Civil force (*permanent* and *occasional*) which has been opposed to the phalanx of Delinquents, who have assumed so formidable an aspect, as appears from the detail of the whole of their proceedings which has been brought under the review of the Reader in this Chapter.

Previous to the adoption of this plan, the River Thames was without a single Police Guard-boat, and no antidote existed against the dangers to be apprehended from *River Pirates*, *Night Plunderers*, or general conflagration arising from the diabolical designs of *incendiaries*.

The various classes of offenders had reigned long undisturbed

undisturbed; their plans of Depredation had been completely systematized, as has been already shown; and they had become exceedingly bold and audacious.

In attempting therefore, to resist such a numerous and powerful confederacy, it became indispensably necessary to understand their various modes of proceeding, and to adapt the system of prevention to the peculiar circumstances of the case.

The object in view was to eradicate the mischief so far as related to West-India Property, more by measures of prudence, and precautions of a preventive nature than by force, violence and severity—The task was arduous—But as *resolution* and *attention* were to be opposed to long habits of turpitude, the difficulties were to be overcome by establishing an accurate system, and by following it up with vigour and perseverance.

The first step therefore, was to discipline and instruct the subordinate Officers in all their respective departments, and to impress upon their minds the nature and importance of the duty assigned them.

With this immediate view, instructions were drawn up for the *House Constables*—*Ship Surveyors* and *Perambulatory Surveyors* and their *Watermen*, on the *River*,—for the *Superintendent of Lumpers*, the *Master Lumpers*, and *Ship Constables*: and likewise for the *Surveyors upon the Quays*, and the *Guards under their direction*; together with a solemn oath of Office, applicable to the situation and functions of each

each class of Officers. (*h*) In a charge which was also given by the superintending Magistrate, the peculiar duty of each class was explained, with the strongest injunctions to conduct themselves with purity, attention, prudence and discretion,—warning them of the vigilance with which their conduct would be watched, and the infamy and disgrace which would unquestionably follow any departure from the line of rectitude they had solemnly sworn to pursue, in case of detection, which from the system of Checks which was established, was rendered unavoidable.

The delivery of the first, and all subsequent Ships which have been placed under the care of the Institution, commenced by pasting or nailing upon the Main-mast, a printed paper in large characters, entitled a *Caution against Pillage and Plunder*, (*i*) which the Police Constables were instructed to read aloud as soon as the Lumpers and Coopers were assembled, and before they began working. (*k*)

At first, the necessity of adopting these and other preventive measures, and the labour of examining,

(*h*) See Appendix No. VI. for the Instructions to these respective Officers, and the Oaths of Office administered to each.

(*i*) See Appendix No. VII.

(*k*) Some months since, a gang of Lumpers, after coming on board to discharge a West-India Ship, quitted their employment instantly on the appearance of the Police Officers, and on their reading the Caution. The reason was afterwards discovered; they went on board for Plunder, under an impression that the Ship was not under the Police; finding themselves disappointed, they resorted to an unguarded Ship.

instructing, and bringing into a state of discipline such a number of Officers, was excessive. For although the appointments were chiefly made on the recommendations of the West-India Merchants and Ship-Owners, yet it was not to be expected where the applications were so numerous, that all who were employed could be correct characters. This important deficiency was therefore to be made up by discipline, instruction, and superintendance. It was necessary, not only to teach every man his duty; but to establish those checks which would secure the performance of it. It was a new experiment to overawe delinquents, by convincing them that in the system which was established, there existed a sufficient portion both of vigilance to detect, and of *strength* and *resolution* to seize every person detected in, or charged with the commission of crimes, and to convey them instantly before the Magistrate, whose powers are well-known to every culprit.

From the constant perambulation of the Police Boats, both by night and by day, with power to seize and apprehend delinquents conveying stolen Property; they speedily began to see their danger. The strength opposed to them was systematic and regular. Firmness and perseverance were the leading characteristics of the design. No relaxation of discipline could be dispensed with. The duty assigned each individual, must be carefully and punctually performed. Means existed of immediately discovering every act of inattention or neglect. The first was noticed
by

by a severe reprimand and admonition. The latter by an instantaneous dismissal. It was laid down as a fixed principle, that immediate access to the Magistrates might be had wherever an occasion required, by the lowest Officer on the establishment. When a complaint was to be heard, a grievance redressed, or information to be given, the party, without the mediation of any one, had full liberty of applying to the Magistrates who heard the whole circumstance, and such orders were made as the nature of the case required.

Hence has this new Establishment afforded an undeniable instance, to exemplify the wonderful effect of Police Institution properly systematized.

The powers which the Officers were known to possess; the control under which they acted, and their immediate connection with Magistrates, who devoted their whole attention to the object,—all these operated as a host against Criminal Confederacies. While common Watchmen, from their want of discipline and authority, excited no dread, and operated in no respect to prevent the evil, these Ship-Officers, acting under the instruction of the police Magistrates, produced an effect beyond what was possible to have been conceived,—not only in the protection of the Commercial Property, but also in the preservation of his Majesty's Revenue: while the combined strength of the Establishment contributed, in an eminent degree, to the general security of Shipping, and Commercial Property, against the iniquitous design of Incendiaries, and the dangers of Conflagrations.