




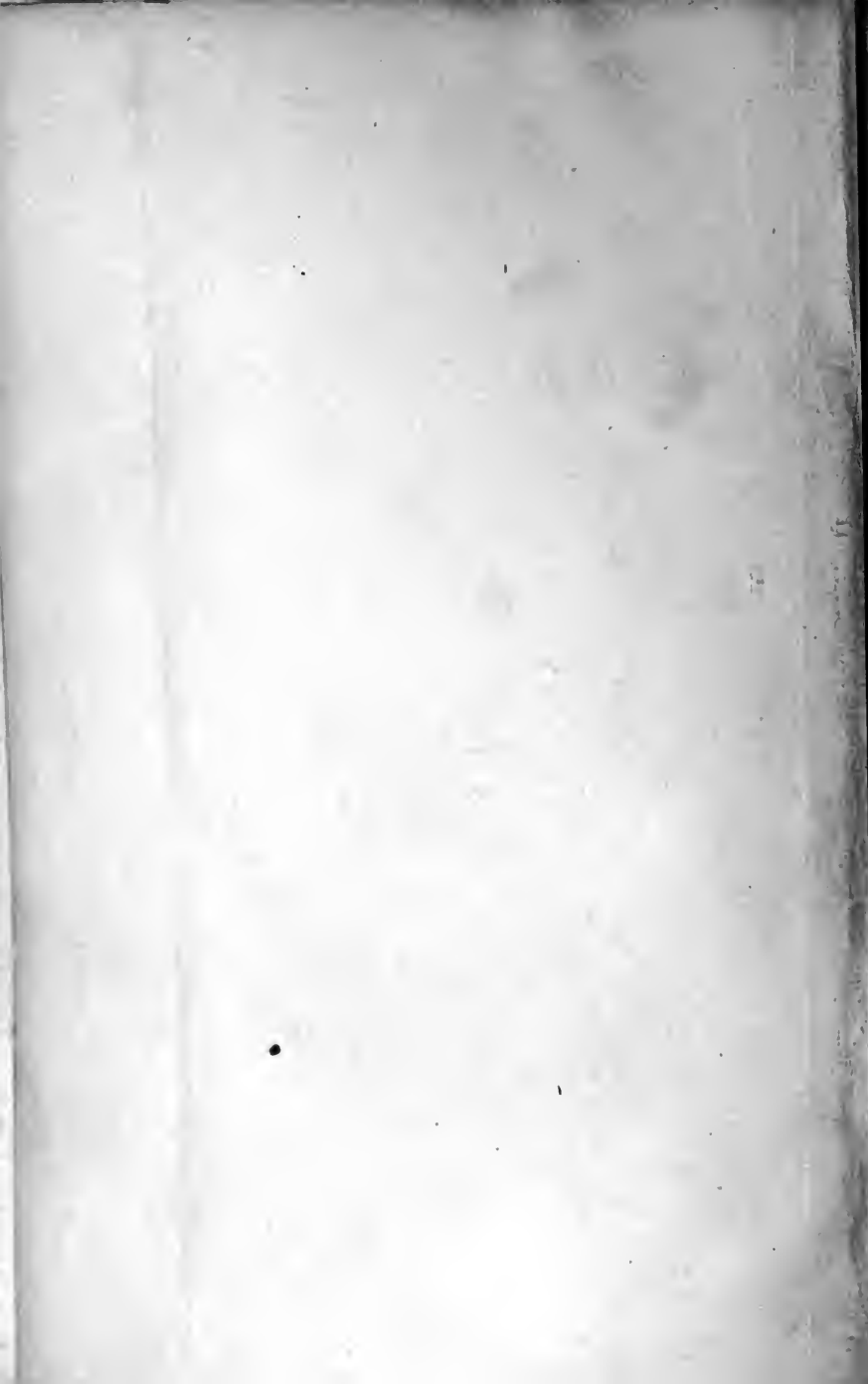
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THE

# COMMERCE OF LIVERPOOL.

BY

BRAITHWAITE POOLE, Esq.

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TO

JOHN BUCK LLOYD, Esq.,

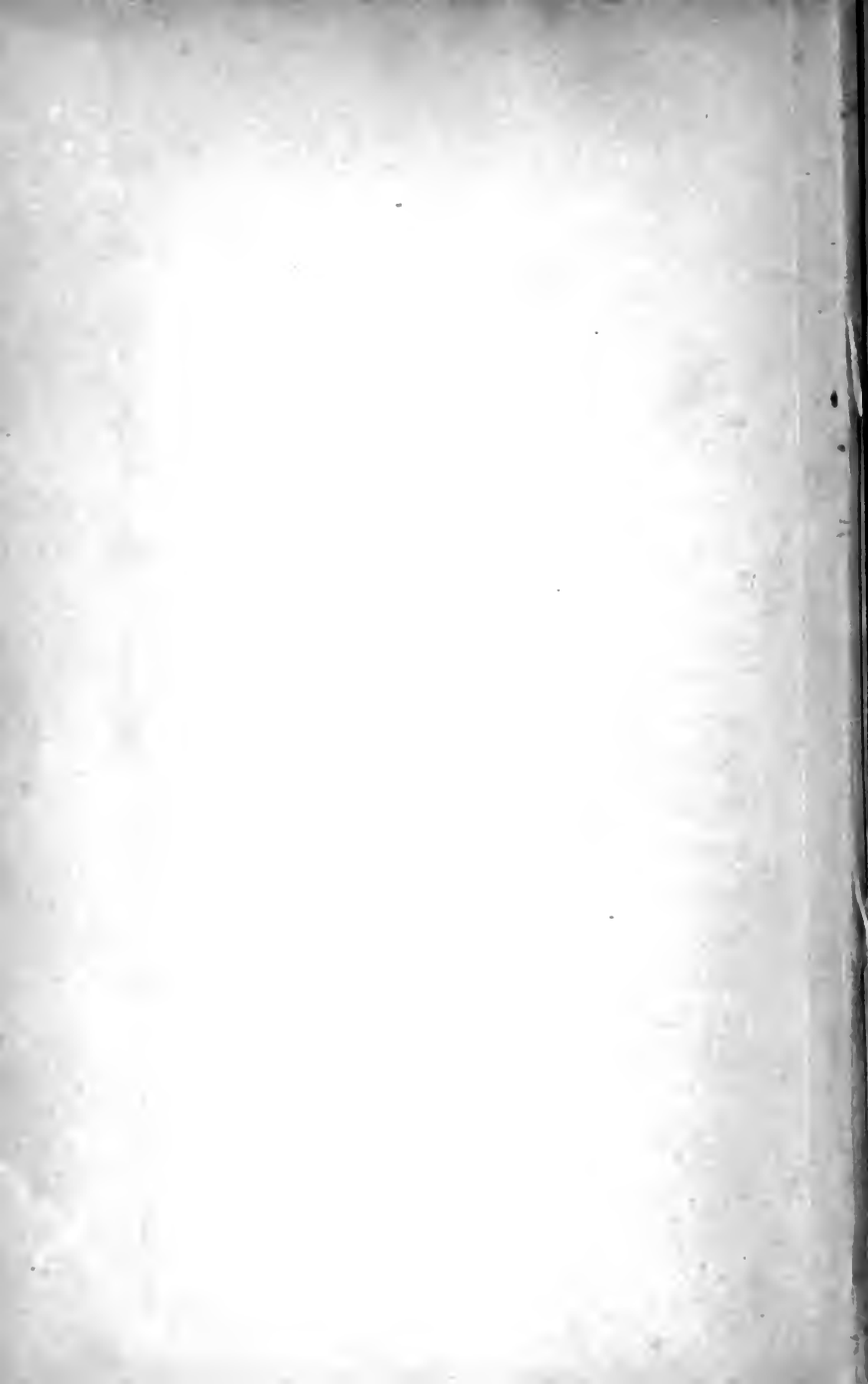
MAYOR OF LIVERPOOL,

THIS WORK IS DEDICATED,

AS A SMALL BUT SINCERE MARK OF PERSONAL RESPECT,

BY HIS FAITHFUL FRIEND,

BRAITHWAITE POOLE.





## P R E F A C E .

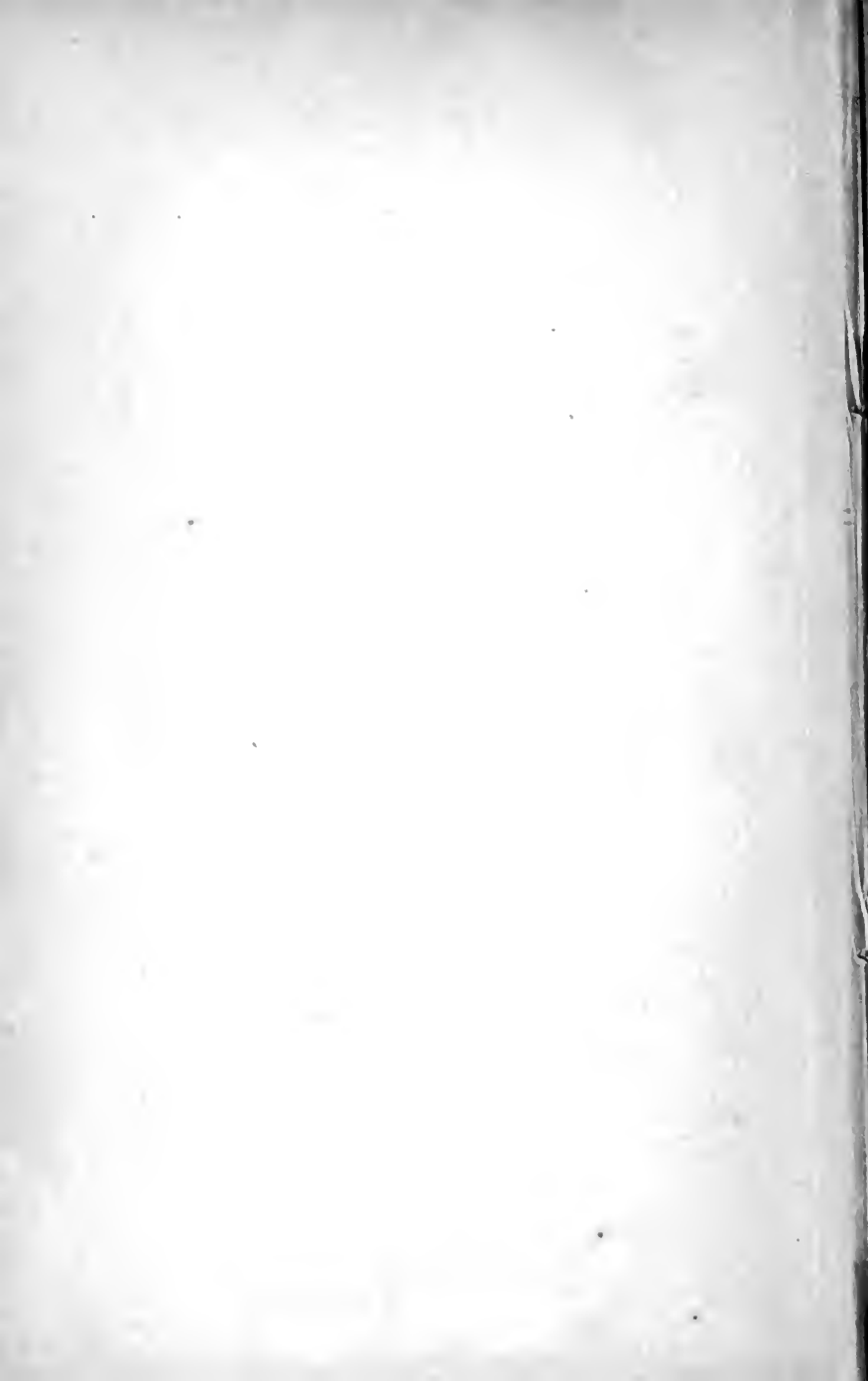
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AT the urgent request of several members of the Town Council, the Dock Committee, Merchants, Underwriters, Bankers, and other Gentlemen, I have been induced to publish these Letters, which were written during leisure hours, and printed at different times, with a view of elucidating the various Trades connected with the Port of Liverpool, and to show the great necessity of a more perfect communication being formed between it and the Railways, for the purpose of promoting and facilitating the daily increasing traffic of this vast Emporium of Commerce. No work of this kind relating to Liverpool has hitherto appeared; and that this short treatise may be found useful to the Town Council, the Dock Trustees, and the Railway Directors in their deliberations, as well as to the Merchants, Brokers, and others, for reference, is the earnest desire of the writer.

B. P.

*Kensington Lodge, Fairfield,*

*Liverpool, December, 1853.*



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## THE COTTON TRADE.

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LIVERPOOL is the chief emporium for cotton in the world, the imports into which market, during the last ten years, at average prices, have exceeded in value £14,000,000 per annum; the remittances and payments each working day approach £50,000; and the brokerages alone, at one-half per cent., including speculative transactions, distributed amongst a hundred cotton brokers, has been estimated at £200,000.

Of the total miscellaneous merchandise traffic in the port of Liverpool, that is, exclusive of the coasting trade and minerals, nearly one-half consists of two commodities only, namely, cotton and timber; and it is remarkable that, during the last year, 1852, the imports of each averaged 1,000 tons daily. About six-sevenths of the cotton is brought from the southern states of North America, which produce upwards of three-fourths of the entire growth of that article in the world; and as nearly four-fifths of this American production is purchased by the spinners in Lancashire and Yorkshire, it is reasonable to suppose that the bulk of this traffic will always pass through Liverpool, unless, indeed, the United States should ever succeed in materially extending her cotton manufactures, and supersede those of Great Britain.

France consumed, last year, according to the official returns, 451,031 bales, being an average of 8,730 per week, or about one-fifth of the quantity consumed in, and re-exported from, Great Britain, during the same period.

The IMPORTS OF COTTON into GREAT BRITAIN last year, 1852, were as follow :

	<i>Bales.</i>	<i>Tons.</i>
Into Liverpool ... ..	2,205,738	365,000
„ London ... ..	48,700	8,000
„ Hull and Bristol ... ..	27,200	5,000
„ Scotland ... ..	75,700	13,000
<b>Total ... ..</b>	<b>2,357,338</b>	<b>391,000</b>

The latest official account, Parliamentary return, No. 504, session 1853, exhibits the import of 1852 into the United Kingdom at 415,081 tons, the re-exports 49,948 tons, leaving the home-consumption exactly 365,133 tons.

But this last was the largest yearly import on record, therefore, we should take an average of ten years' imports into LIVERPOOL alone, which gives a result of 1,575,000 bales, equivalent to 262,000 tons, per annum, thus :

<i>Year.</i>	<i>Bales.</i>	<i>Tons.</i>
1843 ... ..	1,557,597	260,000
1844 ... ..	1,490,984	248,000
1845 ... ..	1,652,731	276,000
1846 ... ..	1,134,194	189,000
1847 ... ..	1,087,058	182,000
1848 ... ..	1,568,000	262,000
1849 ... ..	1,732,700	288,000
1850 ... ..	1,573,100	263,000
1851 ... ..	1,748,946	291,000
1852 ... ..	2,205,738	365,000

The countries from which this cotton was imported appear as under :

<i>Imported from</i>	<i>Into Liverpool.</i>	<i>Into London.</i>	<i>Into Hull.</i>	<i>Into Scotland.</i>	<i>Total.</i>
America ... ..	1,715,113	1,800	11,700	60,600	1,789,213
East Indies ...	149,613	46,200	14,600	11,000	221,413
Mediterranean..	186,035	—	—	3,900	189,935
Brazil, &c. ...	144,097	100	—	—	144,197
West Indies ...	10,880	600	900	200	12,580
<b>Total ...</b>	<b>2,205,738</b>	<b>48,700</b>	<b>27,200</b>	<b>75,700</b>	<b>2,357,338</b>

Now these figures show that the imports of cotton into Great Britain are entirely centralized in the port of Liverpool, with the exception of about 150,000 bales, one-half of which are East Indian, chiefly brought to London, and the other half American, principally brought into Greenock and Glasgow, for consumption in the west of Scotland. Upwards of five-sixths of the cotton imported into Liverpool is warehoused before being sold or despatched into the country for consumption. The stock held in the port, 31st December last, was estimated at 577,810 bales, exceeding in value £5,778,000.

Even the cotton imported into London, Hull, and other seaports, if not sold direct to the spinners, or re-exported, is frequently sent to Liverpool for sale, and the number of bales so brought by inland communication, last year, rather exceeded 4,000. The number sent by railway, from Liverpool to Hull, for exportation, was 120,000; and the number to Scotland, for consumption, 33,000 by railway, in addition to the same quantity by sea.

The total exports from the east coast, including London, were as follow:—From Hull, 123,893; London, 55,070; Leith, 8,192; Goole, 7,383; Grimsby, 6,014; Newcastle, 4,200: total, 204,752 bales.

A great difference exists in the mode of packing cotton wool, which operates very extremely, either beneficially or prejudicially, in point of expenses incurred in portorage and warehouse-room, according to the description of bale; some countries press-packing it carefully, and others disregarding this important desideratum. The relative average weights and cubical contents of bales and bags of cotton imported last year were as follow:

<i>Description.</i>	<i>Average weight.</i>			<i>Contents in cubic feet.</i>
	<i>cwt.</i>	<i>qr.</i>	<i>lb.</i>	
Mobile ... ..	4	2	0	33
New Orleans ... ..	4	0	7	32
Upland ... ..	3	1	26	27
Sea Island ... ..	2	3	25	35
East India ... ..	3	1	19	15
Egyptian ... ..	2	0	21	27
West India ... ..	1	3	16	25
Brazil ... ..	1	2	14	17

With regard to the freight or carriage, by ship, cart, railway wagon, or any other vehicle, these figures show that the most eligible are the East Indian bales, being so compact that double the weight of those can be stowed within the same compass, as compared with any other description of cotton.

The facilities now afforded for the conveyance of cotton from Liverpool to the interior, by inland communication, are altogether unprecedented. The railway companies



run frequent trains daily, and one especially, by the London and Northwestern Company, leaving Liverpool each noon, commands a large share of patronage, through effecting deliveries to the spinners the same day on which their cotton is bought. Thus, out of two millions of bales forwarded last year, the railways carried 1,243,176, and the river and canals 744,364; namely,

<i>Conveyance.</i>	<i>Bales.</i>
London and Northwestern ... ..	589,182
Lancashire and Yorkshire ... ..	510,638
East Lancashire ... ..	143,356
	1,243,176
Duke of Bridgewater ... ..	676,130
Leeds and Liverpool Canal ... ..	68,234
	744,364
Highway road ... ..	12,580
	12,580
Total ... ..	2,000,120

Besides which there were exports, as usual, to the continent of Europe, and coastwise to the various ports in England, Scotland, and Ireland. The proportionate distribution of cotton from Liverpool into the surrounding districts, taken upon an average of three years, was as follows:

<i>To</i>	<i>Per Cent.</i>	<i>To</i>	<i>Per Cent.</i>
Manchester ... ..	20	Bolton ... ..	6
Ashton, Staleybridge... ..	13	Hull ... ..	5
Rochdale ... ..	12	Glossop, &c. ... ..	4
Bury, Bacup, &c. ... ..	9	Wigan, &c. ... ..	3
Oldham ... ..	8½	New Mills, &c. ... ..	2
Stockport ... ..	8	Bristol, &c. ... ..	2
Preston ... ..	6½	Other places ... ..	1

But the cottons forwarded to Manchester are not all consumed there: large quantities are taken away to mills

situated at a distance, the proprietors of which are necessarily compelled to send their own carts with calicoes, web, and warps to Manchester, for dyeing or printing, and such carts would return empty, if it were not for an abatement made by the water-carriers to such parties from the ordinary rate of carriage charged to Manchester; consequently, unless the rates to the forward towns around Manchester, such as Ashton, Staleybridge, Oldham, Stockport, &c., be charged even less than to Manchester, some spinners will continue to order their cotton there, and cart it away themselves, while such rebate is allowed to them.

The descriptions of cotton forwarded by the London and Northwestern Railway, during the last year, have been ascertained to be as follow :

<i>Description.</i>	<i>Bales.</i>
AMERICAN Orleans ... ..	228,850
Mobiles ... ..	94,964
Uplands... ..	74,217
Sea Islands ... ..	14,853
	412,884
EAST INDIA Surats ... ..	60,027
Madras ... ..	973
Bengal ... ..	—
	61,000
BRAZILS Pernams ... ..	24,979
Bahias ... ..	14,232
Maranhams ... ..	13,034
	52,845
EGYPTIANS ... ..	51,959
WEST INDIES ... ..	1,188
REPACKS ... ..	9,306
	580,182
Total ... ..	580,182

Formerly, the custom of the large cotton-spinner was to purchase largely and infrequently the raw material,

ordering it to be housed and insured in the carriers' premises; whereas now his custom is to purchase in small quantities frequently, and order it forward instantly direct to his mill. A few years ago the London and Northwestern Company often held 1,500 to 1,800 bales in their warehouses for one party alone; and, during the month of October in the year 1845, they had at one time housed in Manchester nearly 23,000 bales; whereas last year, 1852, they never had more than 8,000 bales at any one period in any of their warehouses at Manchester, Stockport, Bolton, or elsewhere; although the quantity carried was so much greater than that of any previous year.

A very improper custom exists in Liverpool amongst importers and sellers, whose men take a hatchet and chop off each intermediate rope from every bale of American cotton before warehousing or forwarding it into the country, which malpractice is very detrimental to the interests of purchasers; because it destroys the shape of the bale, renders it unfit for proper stowage in the warehouse, cart, flat, or wagon, and far more liable to damage by wet, dirt, and fire; exposes the cotton to pilferage in passing through the streets, and affords excuses and opportunities to men for cutting and carrying off ropes of every kind belonging to anybody else, to be sold; it induces other men also to do wrong, and gives encouragement to those places well known amongst the police as the chief receptacles for stolen property of this description.

Besides all these evils, it causes twenty per cent. more room to be occupied in the vehicles and in the warehouses, although no necessity whatever exists for cutting away these ropes, as the bales can be sampled just as well with the usual complement of four or five ropes, and the tare can be easily arranged when weighing over the cotton to the buyer, by placing as many ropes in the opposite scale as are on the bale.

The export of cotton manufactured goods will form another subject for consideration hereafter.

## THE TIMBER TRADE.

---

THE aggregate average quantity of timber, of all sorts, cut up yearly in the United Kingdom, and used for ship and house building, wagons, carts, dock-gates, and other marine works, propwood in mines, and all descriptions of implements, exceeds the import, being 2,500,000 loads or tons.

Every little port and creek in the kingdom has more or less timber, foreign or colonial, brought into it; nevertheless, Liverpool, London, and Hull, collectively, receive nearly one-third of the total imports.

The timber trade of the port of Liverpool is conducted by a limited number of individuals, there being scarcely a dozen regular importers, and only about a score dealers, who are all usually styled timber merchants, and nearly all of whom have recently amassed fortunes in the persevering exercise of their avocations. The trade, with the tonnage employed in it last year, 1852, exceeded that of any previous year, the aggregate imports having averaged 1,000 loads or tons each consecutive day; equivalent to 365,000 within the twelve months; the greater portion of which, about four-fifths, was sold and forwarded into the country within a radius of 100 miles

of Liverpool, and the residue, one-fifth, retained for consumption and stock: indeed, several cargoes of yellow pine were absolutely carried by railway from Liverpool to London, for shipbuilding and other purposes, and the prospects of a future increasing business are most encouraging.

American and Baltic firs comprise the woods chiefly used for building purposes. The number of vessels engaged in the trade from North America and the Baltic to Liverpool, with their aggregate tonnage, we find faithfully recorded in the circulars issued by Messrs. Chaloner and Fleming, the eminent brokers; but it must be borne in mind that the majority of such vessels carry fifteen per cent. more in weight than measurement, or tonnage per register; therefore, the calculations should be made accordingly, and the gross imports from those countries alone, during the last ten years, into Liverpool, may be concentrated thus:

<i>Years ending 5th Feb.,</i>	<i>Number of Vessels.</i>	<i>Vessels' Tonnage.</i>	<i>Loads or Tons.</i>
1844 ... ..	372	171,771	197,536
1845 ... ..	420	203,558	234,191
1846 ... ..	566	273,646	314,672
1847 ... ..	598	279,561	321,495
1848 ... ..	398	198,991	228,839
1849 ... ..	397	216,349	248,801
1850 ... ..	452	239,924	275,912
1851 ... ..	403	221,499	254,723
1852 ... ..	466	268,960	309,304
1853 ... ..	443	272,771	313,186

These figures exhibit an annual average of 450 cargoes, with 600 tons each, total 270,000 loads or tons;

and an increase from the year 1844 to 1853 of nearly 60 per cent. The exact number of vessels from British America, during these ten years, averaged annually 373, of 655 tons each ; total, 244,257 loads or tons ; against 78 vessels, of 328 tons ; total, 25,641 loads or tons, from the Baltic.

These details are very interesting and instructive, showing the size of the vessels employed in the Canadian trade with Liverpool to average exactly double the size of those plying from the Baltic ; and the quantity of colonial timber imported into Liverpool to be nearly ten times as great as that of foreign timber. But, besides our imports, we have those of native growth, brought coastwise and by inland navigation, to the extent of about 10,000 tons per annum ; and, in addition to this, an immense business, to the extent of nearly 2,000 tons weekly, is transacted in United States pitch pine, African and East Indian teak, greenheart, mahogany, rosewood, cedar, maple, zebra, tulip, snake, &c., usually sold under the denomination of furniture and fancy woods ; the whole forming a contra-distinction to those termed dye-woods. Large sales of Honduras mahogany were effected last year at Birkenhead, (as well as in Liverpool,) where quantities of this description, and timber and deals, are now stored.

The distribution of this gigantic traffic is effected by 56 per cent. being forwarded into the country by river and canal, and 23 per cent. by railway, leaving 21 per cent. for consumption and stock in the town and neigh-

bourhood. The various media of conveyance, and the quantities carried by each, may be estimated as follow :

<i>Conveyance.</i>	<i>Tons.</i>
London and Northwestern Railway ... ..	56,000
Lancashire and Yorkshire Railway ... ..	} 20,000
East Lancashire Railway ... ..	
Leeds and Liverpool Canal ... ..	
Coastwise, North Wales, &c ... ..	12,000
Duke of Bridgewater's Canals ... ..	35,000
Harrington Company ... ..	45,000
Dow Bellhouse ... ..	24,000
Ellesmere Canal Company ... ..	25,000
Sundry Water Carriers ... ..	25,000
Brockbank and Company ... ..	15,000
Anderton Company, (now T. D. B.) ... ..	5,000
St. Helens Railway and Canal Company ... ..	10,000
Birkenhead Railways ... ..	15,000

Liverpool supplies all the towns eastward with timber, as far as Bradford, Huddersfield, and Leeds, chiefly American; not 5 per cent. of foreign timber used west of Todmorden being supplied from Hull, or any other port on the east coast of England.

The quantity of deals and sawn timber, staves, &c., appears to be about one-half of the entire imports into the United Kingdom, which last year reached nearly 2,000,000 loads or tons. This is owing to the vast and rapid improvements recently introduced into the machinery of the saw-mills in North America.

The stock on hand of timber and deals, and woods of all kind, in the port of Liverpool, is generally very large, averaging six months' supply, and occupying an immense space of ground at the south end of the town, although cessed up to a great height. On the 1st Feb., 1850, it was computed that the stock of square timber, deals, &c.,



reduced to feet, was 8,270,251 feet, and occupied a space of 250,275 square yards, which, nevertheless, was considered inadequate for any increase in the trade. If stored in water, timber would require four times the space that an equal quantity would occupy on land, even should it be piled in the water, which is deemed objectionable, as then nearly all the timber would be out of sight; and if put into the water in single tiers, ten times the space would be required; otherwise there are no disadvantages, excepting that consumers express a disinclination to purchase timber stored in salt water.

Since then a plan for the appropriation of a large space at the north end of the town, for the discharging, yarding, storing, and shipping off timber, has been contemplated, and several lots of deals have been so landed and forwarded; but the great facilities now afforded at the south end of the town, together with the great expense incurred, and amount of landed property invested, by parties engaged in the trade, will, most probably, command the bulk of our operations in it to be carried on in that locality for some time to come.

The present appliances for loading and forwarding timber by railway are temporary and inconvenient; and it is to be regretted that they are not of a permanent and efficient character. It is very desirable that the authorities of the Dock Estate and the Railway Company should unite with the timber merchants in effecting this essential object, without further delay. The London and Northwestern Railway Company, it is true, have ordered

a considerable number more wagons to be built, purposely with a view of prosecuting this traffic more vigorously; yet, still the co-operation of all the other parties, equally interested, is especially needed; and, until the additional supply of these "bolster" wagons can be provided, it would be well if consumers were to order all their deals, mahogany, and *short* timber, by railway, and send the long timber by river and canal. The rates of inland carriage from Liverpool are as low as those charged from any other seaport for the same distance, by any dividend paying company; and it is gratifying to remark, that importer, shipowner, and timber merchant have alike participated in the prosperous state of last year's business. The value of last year's import of all sorts of timber woods into Liverpool was estimated at £1,300,000; and the stock taken to the end of January last at £550,000, the latter being in weight about 150,000 tons.

## THE CORN TRADE.

---

THE annual average production of all sorts of corn in the United Kingdom has been estimated, by competent persons, at rather more than 60,000,000 quarters in quantity, and £80,000,000 in value.

Ireland produces nearly one-fourth of the entire quantity of corn grown in the United Kingdom, and the annual returns of agricultural produce, issued from the office of Public Works in Dublin, reflect great credit on those who compile them. It is much to be regretted that Parliament has never authorized similar returns to be made up in England, Scotland, and Wales ; such information being of the utmost importance, both to our rural and commercial community.

Yet, notwithstanding the proximity of Ireland, we scarcely receive in the port of Liverpool five per cent. of the gross agricultural products from the Emerald Isle, our supplies being chiefly obtained from the Baltic and the Black Sea when in bulk, and from the United States and France when in the manufactured state, packed ; beside our domestic arrivals, both coastwise and by inland communications, from Lynn, Wisbeach, Ipswich, Yarmouth, Lowestoft, and other little ports on the east

coast of England, the Lowlands and west coast of Scotland, and North Wales.

Oats and oatmeal are by much the largest articles of export from Ireland, then follow wheat and wheat flour; the quantities of all other descriptions of grain being comparatively inconsiderable. The annual average amount, weight, and value of grain, and the produce of grain, imported from Ireland into Liverpool during eight years, as extracted from the last official report to Parliament, appear as follow :

<i>Description.</i>	<i>Quantity.</i>	<i>Weight.</i>	<i>Value.</i>
	<i>Qrs., &amp;c.</i>	<i>Tons.</i>	<i>£</i>
Oats ... .. <i>Qrs.</i>	255,255	36,465	262,608
Oatmeal ... .. <i>Loads</i>	288,990	30,963	377,230
Wheat... .. <i>Qrs.</i>	133,167	26,633	330,022
Flour ... .. <i>Loads</i>	177,013	22,126	381,182
Barley... .. <i>Qrs.</i>	12,553	2,092	19,556
Malt ... .. "	3,915	489	10,706
Beans ... .. "	4,595	919	8,574
Peas ... .. "	402	80	724
Rye .. .. "	373	75	614
Total... ..	...	119,842	1,400,216

But these figures represent only about one-fourth of the total annual average imports of grain from all places into the port of Liverpool; and it is difficult to obtain the statistics correctly, because no authentic records exist. The Customs Bill of Entry can only be a partial one, inasmuch as numbers of coasting vessels, laden with corn, are reported as with cargoes of "sundry British goods", which are, consequently, excluded from the catalogues of the brokers. Mr. Robert Procter has been in the habit of publishing approximated state-

ments, extracted from the Bill of Entry, and has kindly furnished me with the following synopsis for the twelve months ending 30th September, 1852, of the imports into Liverpool and re-exports therefrom, during this period: viz.,

TOTAL IMPORTS.						
Wheat.....	English..	...	...	<i>Qrs.</i>	20,080	
	Irish..	...	...	"	21,780	
	Foreign..	...	...	"	475,799	
	Colonial..	...	...	"	31,584	<i>Tons.</i>
					<u>549,193</u>	... 109,838
Flour.....	English..	...	...	<i>Sacks</i>	4,574	
	Irish..	...	...	"	33,408	
	Foreign..	...	...	"	141,597	
	Ditto ..	...	...	<i>Brls.</i>	930,453	
	Colonial..	...	...	"	75,055	
					<u>1,185,087</u>	... 122,998
Oats .....	English and Irish	...	...	<i>Qrs.</i>	186,223	
	Foreign ..	...	...	"	22,431	
					<u>208,654</u>	... 29,808
Oatmeal...	English and Irish	...	...	<i>Loads</i>	277,312	... 29,712
Barley.....	English and Irish	...	...	<i>Qrs.</i>	35,528	
	Foreign ..	...	...	"	23,396	
					<u>58,924</u>	... 11,785
Beans .....	English and Irish	...	...	<i>Qrs.</i>	13,139	
	Foreign ..	...	...	"	118,336	
					<u>131,475</u>	... 26,205
Peas .....	British...	...	...	<i>Qrs.</i>	2,343	
	Foreign..	...	...	"	4,911	
					<u>7,254</u>	... 1,451
Indian Corn, Foreign...	...	...	...	<i>Qrs.</i>	211,526	... 42,305
Indian Corn Meal, Foreign..	...	...	...	<i>Brls.</i>	712	... 142
Total...	...	...	...	...	<u>374,334</u>	

TOTAL EXPORTS.					
Flour... ..	...	...	...	<i>Brls., &amp;c.</i>	418,655
Indian Corn ... ..	...	...	...	<i>Qrs.</i>	185,574
Wheat.. ..	...	...	...	"	129,264
Beans... ..	...	...	...	"	12,868
Indian Corn Meal ... ..	...	...	...	"	8,434
Barley.. ..	...	...	...	"	3,939
Oats ... ..	...	...	...	"	750
Peas ... ..	...	...	...	"	419
					<i>Tons.</i>
					... 108,074
Balance ... ..	...	...	...	...	266,260

Strange as it may appear, yet almost the whole of these re-exports were made to Ireland, which has become a corn-importing as well as an exporting country.

According to the *Liverpool Mercantile Gazette*, the following were the imports of corn into Liverpool during the last year, ending 31st December, 1852 :

IMPORTS.					
<i>Articles.</i>	<i>From Ireland.</i>	<i>Coast-wise.</i>	<i>Europe.</i>	<i>United States.</i>	<i>Canada.</i>
Wheat, ... .. <i>Qrs.</i>	4 98 <sup>2</sup>	9,410	196,905	371,988	20,879
Oats, ... .. "	202,567	16,933	22,922	—	—
Barley, ... .. "	11,148	17,019	20,071	—	—
Beans, ... .. "	4,563	5,720	116,223	—	—
Peas, ... .. "	1,369	605	7,675	2,811	6,428
Malt, ... .. "	4,657	43,698	—	—	—
Meal, ... .. <i>Loads</i>	350,262	2,413	901	117	—
Flour, ... .. <i>Sacks</i>	21,177	1,832	129,279	829,138	51,890
Indian Corn, ... <i>Qrs.</i>	689	—	84,476	120,120	—
I. C. Meal, ... <i>Brls.</i>	—	—	—	200	—
TOTALS.					
Wheat... .. <i>Qrs.</i>			604,164	=	120,833 <i>Tons.</i>
Oats ... .. "			242,422	=	34,632 "
Barley ... .. "			48,238	=	9,647 "
Beans ... .. "			126,506	=	25,301 "
Peas ... .. "			18,888	=	3,778 "
Malt ... .. "			48,355	=	6,044 "
Meal ... .. <i>Loads</i>			353,693	=	37,895 "
Flour ... .. <i>Sacks</i>			1,033,316	=	103,331 "
Indian Corn ... .. <i>Qrs.</i>			205,285	=	41,057 "
Indian Corn Meal ... .. <i>Brls.</i>			200	=	20 "
Total ... ..					382,538 "

Still, even these figures are only an approximation to the absolute imports and exports, because they are merely extracts from the Customs Bill of Entry ; whereas numbers of vessels laden with corn and flour report their cargoes as sundry British goods, and are, consequently, not included in the category of grain. The railroad communications from the eastern counties of England having recently become more perfect, large quantities of flour, malt, barley, and other grain have been brought this way into Liverpool for consumption, which is rather a new feature in the trade, and not comprehended in any return ; nor is any of the corn grown in the neighbourhood of Liverpool, and sold to the millers of the district, registered in any way whatever.

A society has, however, just been formed, called "The Association of the Liverpool Corn Trade", the object of which is to promote measures calculated to benefit it, by more clearly defining what is meant by the usual term "Custom of the Trade" ; by constituting a tribunal of reference, before which disputes may be carried for an amicable adjustment ; by adopting measures for reducing the heavy charges attending the landing, warehousing, and shipping of corn, and by collecting correct statistical information.

Owing to the total absence of any ordinary accommodation for the corn trade, Liverpool is, probably, one of the most neglected seaports by the proper authorities, in this respect, of any in the kingdom. First of all, the

vessels on arrival are generally berthed in the refuge for the destitute, stern on to the north or south quays of the George's, Canning, Salthouse, &c., Docks, where there is neither shed nor covering of any description ; the owners, or consignees of the corn, send their own long stages, and short sack stands, the latter shaped like magnified hour-glasses, from which the most miserable-looking beings imaginable, called corn-porters, run, by relays, with sacks upon their backs, in the most primitive manner, until the last man reaches the place of deposit—a warehouse.

Compare this mode of doing business with that transacted on the Thames, or the Humber, where the vessels unload their cargoes direct into the granaries, and from which the grain can, by means of long shoots, be re-shipped or reloaded into smaller craft, at a very trifling expense. Look at Hull, Goole, Wakefield, and other ports on the east coast, where the railways are laid right into the granaries, as they ought to be, upon the dock quays, enabling the corn-merchants there to forward their grain westward into the manufacturing districts at the smallest reasonable cost for such portorage and other charges.

Then, why should Liverpool remain so backward ? Why are not arrangements made for convenient granaries to be erected on the east side of the new Wapping Docks, and connected with the London and Northwestern Railway ? Even the existing traffic would fully justify such proceeding, as the entire trade, if properly summed up,



there is very little doubt, amounts to an average of 10,000 tons in weight weekly,—equivalent to £5,000,000 in value annually.

This extensive and important business is carried on by upwards of 100 brokers and factors, denominated corn-merchants, the most of whom make advances on the receipt of a bill of lading to the extent of two-thirds or more of the ordinary marketable value of the corn, and sell it generally soon after arrival, either on speculation or to the millers in the neighbourhood: it being estimated that nearly one-third of the whole remains for consumption in the town of Liverpool; above one-third is forwarded into the adjacent manufacturing districts; and one-third is re-exported.

The chief markets wherein sales are effected from Liverpool are those of Manchester, Preston, Blackburn, Warrington, Bolton, &c. Occasionally small lots of grain, and large lots of barrel flour, are sent into Staffordshire and Warwickshire, and the latter have even been sent as far as London, by railway. But to supply those markets from Liverpool is an exceptional case, and not the general rule; as they are principally supplied from the eastern counties of England and imports into the port of London.

No extensive branch of commerce at this great port is carried on in so loose a manner, and at so great an expense, as the corn trade. The charges for portorage, turning, and cartage, are greater, perhaps, on an average, than at any other seaport, with the exception of London.

The following table shows, at a glance, the comparative average expenses, which, independent of duty and commission, (which are fixed charges,) an importer into each port incurs, when his produce is sold, ex ship, and when warehoused, held three months, and then sold and delivered :

In the Seaports of	Wheat, per Qr.		Barley, per Qr.		Beans and Peas, per Qr.		Oats, per Qr.		Flour, per Ton of 8 sks or 11 bls.	
	If sold ex ship.	If ware- hous'd 3 mos	If sold ex ship	If ware- hous'd 3 mos.	If sold ex ship	If ware- hous'd 3 mos	If sold ex ship	If ware- hous'd 3 mos.	If sold ex ship	If ware- hous'd 3 mos.
	d.	s. d.	d.	s. d.	d.	s. d.	d.	s. d.	s. d.	s. d.
Liverpool ...	9 $\frac{3}{4}$	1 10	7	1 7	7	1 7	6 $\frac{1}{2}$	1 7	5 0	11 0
London .....	6	2 0	6	2 0	6	2 0	6	1 10	8 0	10 6
Dublin.....	6	1 6	6	1 6	6	1 6	6	1 4	4 6	8 0
Hull.....	6	1 3	6	1 3	6	1 3	6	1 3	2 6	5 9
Glasgow .....	7	1 5	5 $\frac{1}{2}$	1 4	6 $\frac{1}{2}$	1 4 $\frac{1}{2}$	5	1 3	3 8	8 0
Leith .....	5 $\frac{1}{2}$	1 4	4 $\frac{1}{2}$	1 4	4 $\frac{1}{2}$	1 4	4 $\frac{1}{2}$	1 3 $\frac{1}{2}$	2 0	5 0
Newcastle ...	6	1 6	5 $\frac{1}{2}$	1 5	5 $\frac{1}{2}$	1 5	5	1 4	2 4	7 6
Bristol.....	5 $\frac{1}{2}$	1 6	5 $\frac{1}{2}$	1 5	5 $\frac{1}{2}$	1 5	5 $\frac{1}{2}$	1 4	2 6	6 6
Gloucester ...	7	1 4	6 $\frac{1}{2}$	1 4	7	1 4	6 $\frac{1}{2}$	1 4	4 0	5 9

These details, furnished to me by a good authority, Mr. Joseph Hubback, exhibit strongly the necessity of a full representation being forthwith made by the new Association to the Trustees of the Liverpool Dock Estate, of the wants of the corn trade, with a view of obtaining the requisite accommodation.

Great changes have recently taken place with respect to the importation of foreign sack flour, vessels having been, and now being, sent from France and Spain to Falmouth and the Cove of Cork, there to wait orders, and take advantage of either Liverpool or London markets.

The sacks are of very irregular sizes, varying from 140 to 280 lbs.

The mode of selling corn in Liverpool is different from that of London and many other places, as follows :

Wheat	... ..	per bushel of	70lbs.
Oats	... ..	" "	45lbs.
Rye	... ..	" "	60lbs.
Barley, grinding	... ..	" "	60lbs.
Ditto, malting	... ..	per imperial	quarter.
Malt	... ..	" "	"
Flour	... ..	per barrel of	196lbs.
Ditto	... ..	" pack	" 240lbs.
Ditto	... ..	" sack	" 280lbs.
Oatmeal	... ..	" load	" 240lbs.
Indian Meal	... ..	" pack	" 240lbs.
Ditto	... ..	" barrel	" 196lbs.
Indian Corn	... ..	" quar.	" 480lbs.
Beans and Peas	... ..	" "	" 480lbs.
Ditto	... ..	" "	" 504lbs.

In fact, different customs exist in different towns, and it is a pity that one uniform weight is not adopted for every thing sold in all agricultural markets.

The extent and value of the corn trade of Liverpool, from the year 1830 to the year 1851, may be seen on reference to Baines's *History of Liverpool*, page 821. At Runcorn and Ellesmere Port large supplies of corn and flour are received direct from Ireland, for transmission to the interior of the country ; and Garston Dock, just completed this year, will be a similar transshipping point ; and when the enlargement of the Liverpool Corn Exchange, now in course of progress, is finished, it will be the handsomest building of the kind in Great Britain.

The stock of grain, and the produce of grain, warehoused in the port of Liverpool 31st December, 1852,

was then computed in the aggregate equivalent to 70,000 tons in weight and £700,000 in value.

A custom introduced by the railway companies, and a very pernicious one, has prevailed for some time past, that of providing *empty sacks* to the corn trade, whenever required, for the purpose of conveying grain into the interior of the country; which has proved to be a system engendering incessant disputes, and entailing serious losses to the parties providing them. It is, therefore, very desirable that the practice be discontinued, as it is only equitable that each individual engaged in the trade, especially the miller, should provide sufficient sacks for the extent of his business.

## THE COAL TRADE.

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THE coal traffic of Great Britain is the largest of any description of traffic in the world, and the capability of supply is unlimited. There are 3,000 coal mines, affording employment to 250,000 men, women, and boys. The capital invested in working stock, tramways, staiths, and harbours exceeds £30,000,000; and the "get of coal" amounts to upwards of 34,000,000 tons annually, the value of which, at the pit's mouth, is estimated at £10,000,000.

The Lancashire coal-field produces about 4,000,000 tons annually, in the following districts alone: namely, in the Wigan district, 2,000,000; Bolton, 1,000,000; and St. Helens, 1,000,000; altogether covering an area of 600 square miles. The cost of getting and raising it to the surface in Lancashire averages less by 1s. 6d. per ton than it does in the Newcastle and Durham districts; the average depth of the pits being only 875 feet here, against 1,500 feet there. The average cost of carriage from the Lancashire pits to Liverpool, distance 24 miles, is 2s. per ton, being 9d. per ton less than from those of Northumberland and Durham to the eastern seaports. The varieties of coal found in Lancashire are said to exceed in number those

found in Durham and Northumberland, which amount to 175, whilst the quality is almost equal to it, especially for household purposes, and very much superior to it for the manufacture of gas.

The consumption of coal and slack in Liverpool and its environs is principally in houses, offices, brick-fields, vessels' cabins, steamers, ferries, and works on the banks of the river Mersey; besides which, exports are made to North and South America, the East and West Indies, Mediterranean, &c. The aggregate quantity consumed and exported last year, 1852, amounted to 1,500,000 tons.

There are eight different modes of conveying coal into Liverpool, and the chief supplies are from Wigan and St. Helens. The relative quantities, distances, and cost of transmission are exhibited in the following table:

<i>District from whence brought to Liverpool.</i>	<i>Miles.</i>	<i>Conveyance.</i>	<i>Tons.</i>	<i>Cost of carriage per ton.</i>	
				<i>s.</i>	<i>d.</i>
Wigan ... ..	36	Leeds Canal ...	730,000	2	2
St. Helens ...	32	Sankey Canal ...	350,000	2	4
Ditto ... ..	26	St. Helens R'way.	150,000	2	6
Wigan ... ..	18	Lan. & York. Do.	30,000	1	10
Ditto ... ..	22	Lon. & N. W. Do.		2	6
St. Helens ...	14	Ditto ... ..	190,000	1	6
Whiston... ..	6	Ditto ... ..		1	0
Worsley... ..	48	B'dgewater Canal	35,000	2	2
Prescot ... ..	8	Turnpike Road...	15,000	1	0

An extension of the St. Helens Railway is also now completed to Garston, six miles south of the Liverpool Exchange, where a spacious dock has been opened this year, with all the needful appliances for shipping coal from a high-level.

It is curious to observe how the consumption of coal increases in proportion to the ratio of an increasing population. The London and Northwestern Railway has been the means whereby the inhabitants of the upper or eastern district of the town have been supplied ; and, as the building of new houses has progressed, the vending of coal has, accordingly, augmented. Thus, during the last ten years, the quantities brought by that conveyance appear recorded in their returns as follow :

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1842 ... ..	80,000	1847 ... ..	174,210
1843 ... ..	86,370	1848 ... ..	179,152
1844 ... ..	100,417	1849 ... ..	188,478
1845 ... ..	128,371	1850 ... ..	190,499
1846 ... ..	132,148	1851 ... ..	195,280

These figures show an increase of nearly 144 per cent., and the present year will develop the traffic to an extent exceeding 200,000 tons.

The points from whence deliveries of coal are now made, are the Leeds and Liverpool Canal Basins, in Oldhall-street and Vauxhall-road ; the Lancashire and Yorkshire Railway, Great Howard-street ; and the London and Northwestern Railway, Crown-street ; in addition to which, two others must be considered, the Stanley Dock, and the Garston Dock, besides the present mode of ordinary delivering by flats in the river and in the docks, and the retail household deliveries by turnpike-road. There are only about 30 colliery-proprietors, who send coal to Liverpool for sale, but they employ above 100 agents here ; all of whom are styled coal-merchants.

Birkenhead is chiefly supplied with coal from the Brymbo and Coed Talon pits, in Flintshire. The consumption and export last year amounted to 66,916 tons, 52,476 tons having been brought from the former, and 14,440 tons from the latter pits.

With regard to our exports of coal from Liverpool, much has recently been said and written. Attention was first drawn to the subject about four years ago, in a printed report to the directors of the London and North-western Railway, wherein the writer remarked, that "the reason of the Newcastle and Durham districts enjoying the benefit of exporting the preponderating quantity, 8,000,000 tons, was mainly attributable to the facilities afforded there by means of railways, tramways, and staiths, made direct to and over the hatchways of the vessels; and the operation of loading a ship occupying only as many hours there as it required days in Liverpool." That "the system of hoisting coals out of a flat over the side of a vessel was destructive and bad, and the correct principle was dropping the coal gently, yet expeditiously, out of the same wagons which were sent from the pits, by leverage, direct into the vessel." That "upon railways, a long heavy traffic in coal run at slow speed, even at very low rates of charge, would produce more money for dividend than the traffic of any express passenger-train."

What has been the result? Why, that the London and Northwestern Railway Company carried 50,000 tons of coal from Wigan to London last year, for gas and



house purposes, and the truth of his axiom has been practically and beneficially carried out.

The next year, 1850, Mr. Wm. Laird issued a pamphlet to the public, on the export coal trade of Liverpool and elsewhere, following up this theory, and advocating the eligibility of Liverpool, as a seaport, peculiarly adapted, from its position, for the exportation of coal.

This was followed up by a report of the Surveyor of the Liverpool Docks to the Dock Committee, upon the means for providing increased facilities for shipping coal; with elaborate diagrams of the various systems adopted at different seaports on the east coast. A high-level railway-scheme has been brought forward this year by Mr. Grantham, and rejected by the Dock Committee, so that, up to the present time, nothing has been done but talking and writing; and the port of Liverpool remains in the same languid state, virtually, without any more approved appliances for the shipment of coal than she possessed half-a-century ago.

The Parliamentary return, No. 584, this session, records the export of coal from Liverpool as below :

<i>Year.</i>	<i>Coastwise.</i>	<i>Foreign.</i>	<i>Total</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1851 ... ..	115,904	255,256	371,160
1852 .. .. .	105,932	277,645	383,577

The declared value of the foreign exports appear registered as £255,109, averaging 9s. 7d. per ton.

Mr. William Laird, in his circular on the coal trade,

gives the following account of the exports to foreign countries during the last two years, as abstracted from the Liverpool Custom-house returns :

<i>To</i>	1851.	1852.
	<i>Tons.</i>	<i>Tons.</i>
North America ... ..	74,729	99,637
South America ... ..	40,560	44,695
Mediterranean ... ..	44,862	41,132
East India... ..	28,521	27,101
West India... ..	14,988	15,805
France ... ..	17,912	9,910
Spain ... ..	6,059	4,070
Portugal... ..	8,719	7,089
Africa ... ..	6,771	3,722
Australia ... ..	4,056	13,482
Baltic ... ..	1,760	2,929
Channel Islands... ..	980	706
<b>Totals ... ..</b>	<b>249,917</b>	<b>270,228</b>

No strict reliance, however, can be placed upon the Custom-house returns, inasmuch as the merchants' clerks are regardless of the exactitude of their entries of the weights of coal, which are never checked by the Government authorities : and the actual gross quantity exported from Liverpool last year, there is little doubt, exceeded 500,000 tons

The charges attending the shipment of coal in Liverpool are generally as follow :

<i>Charges.</i>	<i>Per Ton.</i>	
	<i>s.</i>	<i>d.</i>
Cartage... ..	1	0
Dock Dues ... ..	0	1
Town Dues ... ..	0	2
If Filled in Hhds... ..	0	6
Cooperage (extra) ... ..	0	0
Loading and Trimming on Board Vessel ... ..	0	8

Besides which, if delivery has to be made from Wigan, &c., on the Cheshire side of the river, 9d. per ton is charged in addition to the above. Dock dues are not chargeable upon coal shipped coastwise.

As a general rule, until provision be made for lowering wagons into the holds of vessels, all coal for export should be very carefully lowered down in barrows, and wheeled to its place upon planks fore and aft.

The price of labour having advanced lately, a corresponding advance in the price of coal has been made; and the operative miners may be employed fully and permanently, if they will work heartily with their employers, as a new source for coal traffic now presents itself to view, which promises to be one of great magnitude. The Newport, Abergavenny, and Hereford Railway being completed, affords a quick land communication direct from the collieries in South Wales to Liverpool, for the carriage of anthracite and other coal.

As railways progress, it is almost impossible to prognosticate what wonderful achievements may be attained for the benefit of the public, with proportionate advantages to the proprietary, especially where the latter receive willing support and co-operation from the authorities governing the seaports.

Now, in Liverpool, we find it requires two to four men an hour to shovel and whip four to five tons of coal into a ship; the number of men varying according to the relative height of the ship's deck above that of the flat; whereas, a self-acting drop, worked by

the aid of three men from a higher level, can ship coals at the rate of 150 tons an hour !

Then, why should we not at once endeavour to remedy this defective system in the port of Liverpool, having sufficient unquestionable evidence that the rapid increase of coal traffic at other seaports is almost entirely attributable to the increased facilities afforded by the erection of high-level coal-drops ?

## THE SALT TRADE.

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THERE are upwards of a million feet of pannage contained in the saltworks of the United Kingdom, which, together with the necessary machinery and other appliances, 600 flats, trows, barges, and boats, to prosecute the traffic, has been estimated as representing a capital of £1,000,000, and employing upwards of 3,000 men.

Out of ninety-seven saltworks in the kingdom, seventy-nine are situate in the valley of the Weaver, in Cheshire, where the supply of salt is supposed to be practically inexhaustible. It is found in a dry, semi-transparent state, resembling lumps of alum, when it is called *rock salt*, which is mainly exported to Holland and Belgium, for manufacturing there into white salt. But the supply is chiefly produced by evaporating brine pumped up out of the earth from the beds of the rock, which, when crystallized, is termed *common salt*, and used principally for pickling and preserving fish, meat, and vegetables; also, as a mordant, and generally by all manufacturers of alkalies: then, again, when dried and rendered fit for table purposes, it is denominated *stoved salt*, and consumed as a seasoning or condiment.

It requires about 12 cwt. of coal (burgie) to evaporate brine sufficient to produce a ton of salt, the entire production of which, in this kingdom, now amounts to

800,000 tons per annum : one moiety is exported to North America, the Baltic, and the northern parts of Scotland and Ireland, and the other half is consumed at home.

Of this immense manufacture, nearly seven-eighths are produced on the banks of the river Weaver, the bulk of which is exported from Liverpool ; another portion is used by the alkali-manufacturers in St. Helens ; and the residue is chiefly sent to the east coast of England ; scarcely 10,000 tons per annum being consumed in Liverpool.

The quantities of white salt and rock salt brought down the river Weaver during seven years, we find recorded, by that navigation, as follows :

<i>Years.</i>	<i>White.</i>	<i>Rock.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1846... ..	436,259	103,043	539,302
1847... ..	523,004	98,311	621,315
1848... ..	590,571	108,829	699,400
1849... ..	614,670	81,419	696,089
1850... ..	524,098	86,238	610,336
1851... ..	487,720	81,103	568,823
1852... ..	625,458	74,466	699,924

The quantities of salt exported from Liverpool during the same period, we find registered in the Customs Bill of Entry thus :

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1846 ... ..	412,361	1850 ... ..	445,632
1847 ... ..	472,779	1851 ... ..	552,294
1848 ... ..	522,112	1852 ... ..	568,077
1849 ... ..	454,643		

No other public records exist, showing whence these exports are made : but by several merchants' accounts, compiled from the Bills of Entry a few years ago, were

ascertained the following particulars of the exports from Liverpool: viz.,

<i>Countries.</i>	1842.	1843.	1844.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Baltic,—Denmark, Russia, Norway, Sweden, Prussia, Mecklenburgh, Lubeck, Hamburg, Bremen, &c. ... ..	81,545	90,399	90,083
Holland and Belgium ... ..	47,313	26,741	43,622
United States ... ..	93,887	130,529	92,371
Canadas, ... ..	25,033	37,056	36,941
Africa, and other places ... ..	11,957	13,064	16,665
England, Ireland, &c. .. ..	124,496	165,051	149,499
<b>Totals ... ..</b>	<b>384,231</b>	<b>462,840</b>	<b>429,131</b>

Since then the supply to the United States and Canada has been considerably increased, and a large trade cultivated in Calcutta. Australia, it will be seen by the last two years' returns, is also a market for a few thousand tons:

EXPORTS FROM LIVERPOOL OF WHITE SALT, &c.		
<i>Countries.</i>	1851.	1852.
	<i>Tons.</i>	<i>Tons.</i>
Baltic, and North of Europe ...	98,302	91,679
United States ... ..	179,146	176,546
Canadas, &c... ..	55,417	54,082
East Indies, (Calcutta) ... ..	69,312	36,164
Africa, &c. ... ..	14,714	10,151
Australia... ..	2,526	4,295
England, Ireland, &c... ..	74,473	116,419
Rock Salt ... ..	58,404	78,761
<b>Totals ... ..</b>	<b>552,294</b>	<b>568,077</b>

From some of the saltworks on the upper levels supplies have recently been sent to the east coast by railway, and others have been despatched *vid* Trent and Mersey Canal, and through Runcorn. Upwards of fifty thousand tons of salt were so sent last year.

There are about 400 flats employed on the river Weaver to carry salt from the works in Cheshire, one-half of which number belong to the salt-proprietors, and the other half to various individuals, men who are not owners of saltworks, but, generally speaking, captains of flats, working the vessels themselves. These latter vessels are technically denominated No. 1 Flats.

The river freight for conveying this salt from the works to Liverpool has been 3s. per ton for a long time past, and is so now; out of which 1s. per ton is paid for dues on the river Weaver navigation. In the summer season the water is run off, as usual at that time of the year, there being an annual stoppage on canals generally, to admit the necessary repairs of lock-gates and banks; which puts a stop to the trade thereon for a period of about three weeks.

The flats on the Weaver carry from 80 to 120 tons each, performing from fifteen to fifty voyages to Liverpool and back yearly, according to their employment; but a fair average for a flat may be estimated at two voyages each three weeks, all the year round. It is admitted that the total number of flats in service is double the requirement. The custom of salt-proprietors hitherto has been to load their own flats first, and hire No. 1 flats afterwards, when required; and for the owners of saltworks, who are non-proprietors of flats, to hire them from one party or the other, indiscriminately.

Now, however, the owners of No. 1 flats, having entered into a club, insist upon the salt-proprietors also entering and classifying their flats in this club, to be



valued at a rent according to a certain scale of hiring, which was formerly 6d. per ton, and is now advanced to 9d. per ton, for odd trips; or, if for a year, fifty pounds to seventy pounds per flat, according to size and character, the owner keeping it in repair.

Formerly, the payment to owners of No. 1 flats for conveying salt from Winsford to Liverpool was 1s. 5d. per ton; now it is 1s. 7d. per ton; and the flatmen have, as stated, formed themselves into a league, in order to demand 1s. 9d. per ton; stipulating, also, that their own (No 1) flats shall at all times have a preference over those belonging to the salt-proprietors, in being hired and loaded.

The actual expenses attendant upon the transmission of a flat load of salt, 100 tons, from Winsford to Liverpool, computed on the most disadvantageous terms, that is to say, assuming the flat to be taken back light, or empty, which is not always the case, are detailed as under. Some of the allowances are occasionally not incurred, and, at other times, they are greater than set down; but the whole is admitted to be a fair average:

	£	s.	d.
Paid to "Waller", (men loading the flat) ...	0	5	0
Haulage on Canal, (one horse, down) ... ..	0	12	0
A Man's Wages, (hand of flat) ... ..	0	18	0
Haulage out of Basin at Weston Point ...	0	0	6
Ditto into Dock at Liverpool ... ..	0	1	0
Porterage, (heaving salt on to deck of flat) ...	0	16	8
Allowance for Drink to Heavers ... ..	0	1	0
Hauling out of Dock at Liverpool ... ..	0	2	0
Ditto of Flat, (light, back again) ... ..	0	9	0
A Man's Wages, (hand of flat, back) ... ..	0	12	0
Keep of Ditto, (in tea and coffee) ... ..	0	2	0
<b>Total ... ..</b>	<b>£3</b>	<b>19</b>	<b>2</b>

We must observe, also, that an additional expense is incurred by the owners of the vessels loading in Liverpool, who pay 2d. per ton for heaving the salt from the deck of the flat to that of their own ship, besides another 2d. per ton for putting it in the weighing tub and for trimming in the hold.

This business is carried on in Liverpool by about twenty salt-merchants, or agents, who ordinarily charge  $2\frac{1}{2}$  per cent. for commission on shipping the salt; in addition to which, and the above charges, there are dock dues 1d. per ton, and town dues 6d. per ton on white, and 4d. per ton on rock, when exported foreign; and 3d. per ton white and 2d. per ton rock, when shipped coastwise.

Nearly one-half of the salt exported from Liverpool might now be readily sent from the works by railway at the same price as by river, or even less, if there were only accommodation provided for shipping it from a high level, as the following extensive works are already conveniently situated in close proximity or connexion with the London and Northwestern line of railway at Winsford; and the average quantity of salt manufactured at each, yearly, has been computed as under:

<i>Works.</i>	<i>Tons.</i>
National Patent Salt Company ... ..	70,000
George Deakin, Esq. ... ..	70,000
Messrs. Kay and Son ... ..	50,000
E Henshall, Esq. ... ..	30,000
Thomas Firmatone, Esq. ... ..	20,000
Total ... ..	240,000

The only impediment existing to divert this traffic

from the river to the rail, and thus expedite its transmission, is the necessity of employing carts in Liverpool to remove the salt from the railway-station to the vessel, which would be as tedious an operation as the present primitive mode of throwing it upwards out of a flat.

If the Dock Committee could only be induced to take this important subject into consideration, it is probable they would decide upon appropriating some space alongside the suggested granaries on the east side or south end of the enlarged Salthouse Dock, where vessels might then be laden with a cargo of salt, in course of an hour or two, from a high level railway, if constructed in connexion with the London and Northwestern; and thus the trade of the port would be facilitated to an extent hitherto unknown.

Unless steps be taken to secure the continuance of this traffic here, it is evident that a large portion of that for the Baltic and north of Europe will eventually be sent direct across the country, for shipment from the seaports on the east coast, where the dock companies appear to be so much more on the alert, in this respect, than we are here.

It seems strange that the antiquated notions of our great-grandfathers, of shovelling up salt and coal out of flats over the sides and decks of merchantmen, should still be perpetuated amongst an assembly of enlightened and mercantile men, such as the gentlemen composing our Liverpool Dock Committee, in preference to adopting a higher level; from which any vessel could be laden in a tithe of the time, and at one-fourth of the expense,

by shooting or lowering the commodity direct into the ship's hold.

An association of the salt-proprietors in the Cheshire district has long existed, having been originally instituted for the regulation of prices of salt from time to time ; but their object has always been rendered practically inoperative by certain parties amongst them not adhering to the rules laid down and agreed upon : if those gentlemen would now direct their attention to the pressing necessities of the trade, as herein set forth, and exercise their influence to obtain them, there is little doubt but they would succeed.

## THE EARTHENWARE TRADE.

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THE chief manufactories in England are situate in eight small towns in Staffordshire, contiguous to each other, forming, as it may be imagined, one large town of ten miles in extent, known generally as the Staffordshire Potteries. The estimated weight and value of earthenware of all sorts manufactured in the United Kingdom are 160,000 tons, and £3,500,000; and the majority of our exports are made through Liverpool and London.

There are now about a hundred and fifty different works in Burslem, Tunstall, Longport, Etruria, Shelton, Hanley, Stoke, and Longton; at the principal of which china, porcelain, and parian are manufactured to a high degree of excellence; but the great bulk of the manufacture is in earthenware, consisting of every variety of utensil for domestic use, dinner and tea services, jugs, bowls, cups and saucers, plates, dishes, &c. A fine description of earthenware—*china* and *porcelain*—is also manufactured at Worcester, Coalport, and Derby; and a much coarser kind—yellow, red, brown, and black—at Swadlineote, Masbro', and Prescot, termed

*crockery*, which also finds its way through Liverpool for exportation.

To comprehend the nature of this business, so far as relates to the port of Liverpool, we must first turn our attention to the raw material, from which the earthenware is produced.

POTTER'S CLAY, of three sorts, blue, black, and brown, is grafted at the pits in square lumps or balls, and thus conveyed by tramways to the port of shipment, Poole, in Dorsetshire, and put free on board the coasting vessel, at 14s. per ton, the average freight round to Liverpool, Runcorn, Ellesmere Port, or Saltney, being 8s. per ton, and the carriage thence to the Potteries 8s. per ton; making the total value to average 30s. per ton to the manufacturers. The production last year was 80,000 tons.

The white, or CHINA CLAY, obtained in Cornwall, is usually put on board at Fowey, St. Austell, Truro, and Hayle, packed in tierces, weighing 10 cwt. each, at 20s. per ton, and brought to Liverpool, Runcorn, &c., at 8s. to 10s. per ton, and removed as above to the Potteries, where the price is about 40s. per ton. The production last year was 50,000 tons.

FLINTS, called Boulders, are washed on shore by the sea, at Brighton, Shoreham, Newhaven, and that neighbourhood, where women are employed to collect them, and vessels are laden with them, as ballast, round the coast to Liverpool, Runcorn, &c. The chalk flints are picked out of the pits, at Gravesend, &c., by the work-

men, and shipped in like manner as ballast. The value of either kind, in the Potteries, averages 20s. per ton, and the production last year was 30,000 tons.

Cornwall Stone is another ingredient in the manufacture, to a small extent, about 2,000 tons last year, price 20s. per ton. Bones are also collected in Liverpool and elsewhere, and forwarded to the Potteries, to be ground in the bone-mills, as flints are ground in the flint-mills, for admixture with the clays in forming a paste to make the earthenware, china, porcelain, &c. The rate for carriage of these raw materials from Liverpool to the Staffordshire Potteries, by river and canal, varies from 6s. 8d. to 7s. 8d. per ton.

Borax, a crystallized acid, brought from Leghorn, after being purified at the works near Liverpool, is generally forwarded in casks of fourteen to sixteen cwt. each, by railway, to the Potteries, for glazing the earthenware; consumption, 1,500 tons last year.

When an export order for earthenware is being executed, the manufacturers generally despatch the crates as soon as packed, in small lots, by canal, to the depôts, either at Anderton, Runcorn, or Ellesmere Port, where they remain until the entire order is complete, when the merchant or shipbroker, at his convenience, either writes or sends a messenger, directing the whole to be forwarded alongside some particular outward-bound vessel then loading in the Liverpool Docks. This is accomplished by means of flats, or lighters, towed down the river; and the following are the ordinary sizes.

weights, and rates of carriage, by canal and river, charged to the senders or the consignees of the earthenware :

RATES OF CARRIAGE, &c.						
CRATES.		20	30	40	50	60
Size ... .. Feet						
FREIGHT.		<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Canal ... ..		1 6	2 2	2 5	2 10	3 7
River ... ..		0 10	1 2	1 5	1 7	2 1
Total... ..		2 4	3 4	3 10	4 5	5 8
Weight ... .. Cwt.		4	6	6½	5	5½

Tierces are charged as forty feet, and hogsheads as sixty feet each. Of late there has been a tendency to pack in a much larger size of crate, varying from 100 to 170 feet, for which the rates are as follow :

<i>Conveyance.</i>	100 Feet.	170 Feet.
	<i>s. d.</i>	<i>s. d.</i>
Canal ... ..	6 6	10 9
River ... ..	3 11	6 3
Total ... ..	10 5	17 0

In addition are the expenses of cartage from the works in the Potteries, 6d. to 1s. each package, which are included by the carrier in his advice-note to the consignee ; and shipping charges in Liverpool, including dock and town dues, bills of lading, &c., altogether 1s. 6d. each package.

The principal exports from Liverpool are made to



the United States and Canada, Brazil, and the West Indies. Below are details of the last three years :

EXPORTS.			
<i>Countries.</i>	1850.	1851.	1852.
United States... ..	95,502	99,557	87,600
Canada ... ..	7,537	11,337	9,234
Brazil ... ..	9,370	12,140	19,441
West Indies ... ..	10,782	11,055	10,196
Europe ... ..	9,498	8,974	8,496
Spanish Main ... ..	6,005	7,572	5,416
South America ... ..	6,323	6,626	7,165
East Indies ... ..	3,602	3,502	6,197
River Plate ... ..	2,073	3,082	4,663
Africa ... ..	1,650	1,811	1,553
Australia... ..	946	1,288	2,077
<b>Total Packages ...</b>	<b>153,878</b>	<b>167,144</b>	<b>162,038</b>
<b>Tons ... ..</b>	<b>15,293</b>	<b>55,715</b>	<b>54,013</b>

The value of these exports approach £1,000,000.

According to the rules of the Custom-house, all parties entering earthenware for shipment are compelled to specify and declare the *number of pieces*, which are almost innumerable. Nevertheless each clerk, or boy, when passing entries, is obliged to guess the number of pieces, which he invariably does, and the authorities record his guesses as if they were facts, and actually make comparisons of these conjectures periodically, for the amusement of our Government in the Board of Trade department, which hypothetical statements, instead of being information for our guidance, only tend to mislead the mercantile community, and sometimes, also, to false calculations and exactions under foreign tariffs.

In this trade, as in other branches of our commerce, the chief obstacle to its extension by the facilities of railway communication is the want of a junction or connexion between the London and Northwestern Railway and the Docks of Liverpool, either on a high-level, or a low-level, or even by the appropriation of a few berths in any one dock, whereby lighters could remove the packages from the railway alongside a vessel; as the cartage from the terminus to the vessel, in small quantities, is a grievous impediment to the traffic.

The northern Potteries are, for the most part, situated on the banks of the Tyne, the Clyde, the Tees, and the Calder, all navigable rivers, and accessible to sea-going vessels. They are all increasing in their manufacture, and it evidently behoves the Liverpool Dock Trustees to consider the best means of obviating the impediments, and facilitating the transit of earthenware from the Staffordshire Potteries to Liverpool, to maintain and increase the business through their docks and the river Mersey. The quantity of earthenware and china brought into Liverpool last year, for sale in the town and shipment coastwise, amounted to 33,465 packages, weighing 11,155 tons; value about £250,000.

## THE METAL TRADES.

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THERE are, at the present moment, 178 different iron-works in the kingdom, with an aggregate capital approaching £4,000,000. The production of pig iron during the last twelve months was estimated at 2,697,240 tons; and if we take only 2,000,000 tons, at £3 per ton, it makes the annual value £6,000,000.

Liverpool is now the greatest shipping port for IRON of any in the world. We receive supplies from the west of Scotland and South Wales by sea, both for consumption in this part of the kingdom and for exportation; also, from Whitehaven, Staffordshire, Shropshire, and Yorkshire. The trade is carried on by about fifty commission-agents, dealers, and others, usually denominated iron-merchants. The brokers buy and sell iron on commission, the ordinary charge being 10s. per cent.; and our exports now exceed 1,000 tons each working day.

The demand for iron of late years has greatly increased, owing to its adaptability for marine purposes, in the construction of shipbuilding and steamers, as well as in the formation of railroads; and, although there has

been a great scarcity of coal generally in South Staffordshire, and to some extent in Wales, the production of pig iron in the United Kingdom, during the year 1852, was estimated as follows, the yield being calculated only upon those furnaces in blast :

<i>Districts.</i>	<i>Furnaces.</i>			<i>Tons Pig Iron.</i>
	<i>In.</i>	<i>Out.</i>	<i>Total.</i>	
Scotland ... ..	113	31	144	775,000
South Wales ... ..	135	27	162	635,000
Ditto Anthracite ... ..	12	23	35	31,000
South Staffordshire ... ..	127	32	159	725,000
North Ditto ... ..	17	4	21	90,000
North Wales ... ..	6	7	13	30,000
Shropshire... ..	27	13	40	120,000
Durham ... ..	18	8	26	110,000
Northumberland ... ..	7	6	13	35,000
Yorkshire and Derbyshire ...	35	7	42	150,000
<b>Total ... ..</b>	<b>497</b>	<b>158</b>	<b>655</b>	<b>2,701,000</b>

There is little doubt but in the course of fifteen years, or even sooner, this manufacture will be doubled in quantity. At the present moment there are 118 furnaces in blast in Scotland, producing at the rate of 800,000 tons per annum.

The principal stocks of pig iron held in this country are kept on wharfs and in yards at Glasgow, and on premises belonging to the iron-works in the neighbourhood, as Gartsherrie, Dundyvan, &c. ; but there are smaller depôts for pig iron, intended for consumption or re-manufacture in England, formed at Poulton, Fleetwood, Preston, Lancaster, Runcorn, Ellesmere Port, and Saltney, near Chester: therefore, we should first

ascertain the amount of such stocks, the shipments, &c., during the last seven years, which we find recorded in the reports of Mr. John Barelay, iron-broker, Glasgow, and Messrs. Stitt Brothers, Liverpool, as below :

STOCKS OF PIG IRON HELD IN SCOTLAND ON THE 31 <sup>ST</sup> DECEMBER IN EACH YEAR.			
<i>Year.</i>	<i>Tons.</i>	<i>Year.</i>	<i>Tons.</i>
1846 ... ..	145,000	1850 ... ..	275,000
1847 ... ..	90,000	1851 ... ..	350,000
1848 ... ..	100,000	1852 ... ..	450,000
1849 ... ..	200,000		

SHIPMENTS OF PIG IRON FROM SCOTLAND.			
<i>Year.</i>	<i>Foreign.</i>	<i>Coastwise.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1846 ... ..	119,100	257,851	376,951
1847 ... ..	143,469	227,005	370,465
1848 ... ..	162,151	227,833	389,984
1849 ... ..	153,183	221,943	375,126
1850 ... ..	134,576	190,083	324,659
1851 ... ..	192,676	260,080	452,756
1852 ... ..	224,070	199,950	424,020

The consumption of pig iron in Glasgow, and that neighbourhood, is now 4,000 tons a-week, equal to 200,000 tons a-year; and the manufacture of malleable iron in Scotland has been calculated as follows :

<i>Year.</i>	<i>Tons.</i>	<i>Year.</i>	<i>Tons.</i>
1846 ... ..	45,000	1850 ... ..	80,000
1847 ... ..	60,000	1851 ... ..	90,000
1848 ... ..	90,000	1852 ... ..	90,000
1849 ... ..	80,000		

As the United States of America purchase extensively, we will record the exports of pig iron thence, direct from Scotland, during the last seven years, to show the marvellous increase :

<i>Year.</i>	<i>Tons.</i>	<i>Year.</i>	<i>Tons.</i>
1846 ... ..	13,918	1850 ... ..	57,509
1847 ... ..	44,993	1851 ... ..	80,019
1848 ... ..	90,235	1852 ... ..	100,700
1849 ... ..	94,212		

The shipments coastwise are principally to Liverpool, when for re-exportation, and to Runcorn, Fleetwood, Poulton, Preston, &c., when intended for smelting in England. Large quantities are, also, now sent direct by railway from Scotland to Newcastle, Carlisle, Leeds, Bradford, Lancaster, Preston, Blackburn, Bolton, Wigan, Manchester, &c. The amount sent coastwise from the west of Scotland, last year, were :

<i>Places.</i>	<i>Tons.</i>
Runcorn ... ..	41,461
Fleetwood... ..	21,711
Poulton ... ..	20,666
Preston ... ..	8,145
Glasson Dock ... ..	1,177
Chester, &c. ... ..	1,000
Ellesmere Port ... ..	180
<b>Total ... ..</b>	<b>94,340</b>

The rates of freight fluctuate according to circumstances, such as the increase of general trade and consequent short supply of vessels, which is the case just

now, and the freights are advanced in proportion : they range as follows :

RATES OF FREIGHT ON IRON.			
From	By Sea.	Per Ton.	
		s. d.	s. d.
West of Scotland	To Glasson Dock ...	4 0	to 0 0
	" Poulton ... ..	4 0	" 8 0
	" Fleetwood ... ..	6 0	" 8 0
	" Preston ... ..	6 0	" 8 0
	" Liverpool ... ..	6 0	" 8 0
	" Runcorn ... ..	6 0	" 8 0
South Wales ...	" Ellesmere Port ...	7 6	" 8 6
	" Chester ... ..	7 6	" 8 6
Whitehaven ...	" Liverpool ... ..	4 0	" 5 0
	" Runcorn ... ..	8 0	" 9 6
<i>By Inland Communication.</i>			
Staffordshire ...	To Liverpool ... ..	6 0	" 10 0
Shropshire ...	" Ditto ... ..	10 0	" 12 6
Derbyshire ...	" Ditto ... ..		
Yorkshire ...	" Ditto ... ..		

The exports direct from South Wales are not recorded the same as those from Scotland.

The consumption of iron in Liverpool itself last year altogether has been carefully estimated at 58,000 tons. There are sixteen melting foundries in the town, using, in the aggregate, 43,000 tons of pig iron yearly, according to the amount of business doing; and the ship-builders, anchor-smiths, chain-cable-makers, boiler-makers, machine-makers, nail-makers, blacksmiths, wheelwrights, &c., consumed 15,000 tons of wrought

iron last year. The whole of these trades are now in a flourishing condition.

During the last year the total weight of iron brought into Liverpool by all means of conveyance, both coastwise and inland, principally for exportation, appears to have been as follows :

IMPORTS.			
	<i>Pig Iron.</i>	<i>Bars, &amp;c.</i>	<i>Total.</i>
COASTWISE.	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
From			
Scotland ... ..	78,916	15,534	94,450
Wales ... ..	11,373	126,481	137,854
England ... ..	6,280	—	6,280
Ireland ... ..	1,064	—	1,064
INLAND.			
Staffordshire ... ..	1,000	134,000	135,000
Shropshire ... ..			
Derbyshire ... ..			
Yorkshire ... ..			
Total ... ..	98,633	267,015	374,648

Quantities of iron are brought into Liverpool by flats, and other small craft, coastwise, no account of which is registered in the Custom-house, otherwise than as "sundry British goods"; also, two screw-steamers now ply from Cardiff to Liverpool with iron, then proceed to Whitehaven for ore, with which they screw away back again to Cardiff. This is rather a new feature in the trade.

The entire exports of iron from Great Britain are now double what they were in 1825, having almost reached 1,500,000 tons in the past year, 1852; of which



those of Liverpool exceed one-fifth portion, being thus recorded in the Customs' Bill of Entry :

<i>Description.</i>	<i>Tons.</i>	<i>Countries.</i>	<i>Tons.</i>
Bars ... ..	114,949	United States and	•266,376
Rails ... ..	90,132	Canada, &c. ... }	
Pigs ... ..	51,452	East Indies ... ..	8,975
Sheets ... ..	23,525	West Indies ... ..	2,577
Hoops ... ..	17,240	Mediterranean ...	•23,784
Rods ... ..	8,312	South America ...	9,362
Scrap, &c. ...	4,222	North Europe... ..	4,764
Total ... ..	315,839	Total ... ..	315,839

The United States being one principal market, let us see what were the shipments of manufactured iron from Liverpool to the three chief ports,—New York, Boston, and Philadelphia,—during the last seven years :

<i>Year.</i>	<i>Rails.</i>	<i>Bars, &amp;c.</i>	<i>Hoops, &amp;c.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1846... ..	12,514	12,807	1,686	27,007
1847... ..	12,635	37,543	7,195	57,373
1848... ..	50,188	33,621	7,237	91,046
1849... ..	33,849	57,135	13,203	104,187
1850... ..	29,808	66,338	19,486	115,632
1851... ..	78,199	64,301	19,293	•161,793
1852... ..	74,468	72,064	22,196	168,728

Of this extraordinary increase, during the year 1852, New York received from us 132,290 tons ; Boston, 24,414 tons ; and Philadelphia, 12,024 tons : yet, not a single ton of that which was brought by railway, from Staffordshire or Derbyshire, could be taken direct along-

\* Some of these accounts are not yet perfectly made up, and are only estimated.

side any vessel in the Liverpool Docks by other than the primitive mode of carting it in dribblets across the streets.

The shipments to the East Indies are falling off. The total exports from Great Britain to Calcutta of all sorts of iron last year amounted to 14,020 tons, of which 4,404 were sent from Liverpool.

Half-a-dozen of our opulent firms alone exported 143,425 tons of iron from Liverpool last year: namely, 1st, 38,160 tons; 2d, 35,004 tons; 3d, 22,483 tons; 4th, 19,624 tons; 5th, 14,978 tons; 6th, 13,176 tons: total, 143,425, according to their entries in the Custom-house; and when the South Wales railway communication, which is fast approaching completion, is perfected, a new and extensive source will be opened to Birkenhead and Liverpool for the shipment of iron.

The quantity of IRON ORE brought from Furness last year by coasting vessels, through the river Mersey, to Ellesmere Port and Runcorn, and up the river Dee to Chester, for consumption in Staffordshire and Shropshire, amounted to 85,000 tons.

TIN PLATES are manufactured in South Wales and Staffordshire to the extent of about 900,000 boxes annually, almost every article of tinned ware being formed from them. Upwards of two-thirds of the total manufacture are now exported from Liverpool, principally to the United States, where they are used considerably, instead of slates, for the roofs of buildings. The trade has been rapidly increasing, and last year

there were 617,108 boxes of all sorts, including terne-plates, shipped from this port. The coastwise imports for the year 1852 are publicly recorded in the Customs' Bill of Entry as follows:

<i>Consignees</i>	<i>Number of Boxes.</i>
Order and various ... ..	174,017
Phelps, James, and Co. ... ..	165,741
James Spence ... ..	55,532
Brown and Green ... ..	43,236
Bailey Brothers and Co. ... ..	20,706
Clint and Tregoning ... ..	20,622
Chillington Co. ... ..	8,900
Caine and Fallows ... ..	7,567
Stitt Brothers ... ..	5,422
Coalbrookdale Co. ... ..	5,086
W. H. and A. Higgins ... ..	1,984
Williams, Park, and Co.... ..	1,750
G. and H. Jevons ... ..	980
Mann, Foster, and Co. ... ..	385
Brought Coastwise ... ..	512,528
By Inland Communication ... ..	128,000
<b>Total ... ..</b>	<b>640,528</b>

It seems an anomaly to call these *tin* plates, as they are all made of *iron*, and merely dipped into molten tin, to cover the iron. 100 to 225 sheets are packed in a small box, averaging  $1\frac{1}{2}$  cwt., and in value, ordinarily, 33s. 4d. per box; but the prices greatly advanced last year.

Birmingham is the chief town in England where tinned plates are worked up: very few are used in Liverpool; but, as before stated, the exports are considerable, those of tin plates alone to North America, exclusive of Canada plates, terneplates, latten, &c., having been last year as follows:

<i>To</i>	<i>Boxes.</i>	<i>To</i>	<i>Boxes.</i>
New York... ..	378,537	South America...	10,320
Boston ... ..	40,084	Baltimore... ..	2,300
New Orleans ...	34,923	Charleston ...	530
Philadelphia ...	24,276		
Montreal ... ..	15,743	Total ...	512,400
Quebec ... ..	5,688		

The following is a statement of the shipments of tin plates from this port to New York, Boston, and Philadelphia during the last seven years :

<i>Year.</i>	<i>Boxes.</i>	<i>Year.</i>	<i>Boxes.</i>
1846 ... ..	193,409	1850 ... ..	338,583
1847 ... ..	137,546	1851 ... ..	344,602
1848 ... ..	297,255	1852 ... ..	442,891
1849 ... ..	236,297		

Australia has recently become a large market for tin plates. The total money value of the Liverpool iron trade, including tinned plates, may be safely set down as approaching £1,000,000 last year.

The average annual sales of COPPER ORE in Cornwall and Swansea together, during the last seventeen years, have been 203,848 tons of 20 cwt. each, or 194,141 of 21 cwt. to the ton, (by which it is sold,) and the average annual value £1,419,285. The average yearly manufacture of copper in Swansea, &c., during the last seventeen years, has been 18,714 tons.

In Great Britain there are 176 copper mines now working, and the ore therefrom is smelted at the furnaces and works chiefly in Swansea, Amlwch, Bagillt,

Liverpool, St. Helens, and Cheadle. In Cornwall, owing to the want of coal, the British ore is not all smelted there, but mostly sent to Swansea, it being cheaper to carry the ore to the coal than the coal to the ore, the lesser quantity to the greater.

The countries from which foreign ore is chiefly imported into England are Cuba, Australia, and Chili; and the ports to which it is sent are Swansea, London, and Liverpool. The total weight of copper manufactured is not large, although the value is considerable; and it requires a large capital to carry on the business, which, in this kingdom, is entirely in the hands of about a dozen rich companies, and the trade is managed very respectably.

A curious custom of selling ore has long existed. Meetings, called "ticketings", are held periodically,—generally every week, on a Thursday, in Cornwall, at Redruth, Truro, Camborne, and Poole; commonly every fortnight, on a Tuesday, at Swansea; also, occasionally, in London and Liverpool,—when each individual is presented with a printed ticket, or account, of the various lots of ore offered for sale, having blank columns ruled, wherein he inserts the price at which he is willing to become the purchaser of any lot, and the highest figure, of course, commands the purchase; but, in the event of any two or more parties writing down the same figures for any particular lot, the ore is divided between them. The chairman of the meeting, being the largest vendor, takes each list from the bidder, and draws a line under the highest sum offered, when he is said to "tick it": thus may be accounted for the derivation of the term "ticketing."

Copper ore is always assayed before being purchased, each buyer and each seller having his own assayer, and the sales are effected from their reports; but, if any difference should arise, a third assayer is called in, whose decision is final.

The principal importers of foreign copper ore into Liverpool are half-a-dozen leading merchants; and the British ore is chiefly consigned to the agents of the copper-merchants, of whom there are about a dozen in Liverpool. The vessels generally discharge their cargoes at the Harrington Dock, where there is an open yard, or depôt, and a stock of 500 to 1,500 tons of ore; also, a mill for crushing it, as the ore is now always crushed before being sampled or smelted. The yield of copper varies, according to the quality of the ore, from 15 to 75 per cent., and the price fluctuates 50 per cent. An average yield of British ore may be taken at 7 per cent., and that of foreign ore 17 per cent.

The quantities of copper ore of all sorts imported into Liverpool, foreign and coastwise, (always in bulk,) last year, are recorded as follow :

<i>From</i>	<i>Tons.</i>	<i>From</i>	<i>Tons.</i>
Foreign Parts ...	6,035	Carnarvon ...	595
Swansea ... ..	2,011	Other places ...	914
Ulverstone ...	1,644		
Amlwch ... ..	575	Total ...	11,774

The total quantity of British manufactured copper—in cakes, ingots, bolts, &c., and sheets packed in cases—imported into Liverpool, last year, principally from Swansea, Llanelly, and Bagillt, was 7,078 tons; and the

metal sheathing, brought by railway and inland navigation, amounted to nearly the same weight.

The exports of manufactured copper are chiefly made from London, Liverpool, and Swansea, to the United States of America, to France, the Mediterranean, and East Indies; where the sheets are frequently used in lieu of slates, for roofing. Our exports from Liverpool, last year, were as follow, only 42 tons of which was foreign copper re-exported:

<i>To</i>	<i>Tons.</i>
The United States ... ..	3,550
France, Mediterranean, &c. ... ..	1,707
The East Indies ... ..	308
<b>Total</b> ... ..	<b>5,625</b>

Formerly the East Indies was our best market, but latterly the trade thence has fallen off considerably.

SULPHUR ORE, or pyrites, (firestone,) called, also, mundio, in Cornwall, being found in Wicklow, Arklow, Truro, and North Wales, is shipped coastwise to Liverpool, for sale to the alkali-manufacturers of St. Helens, &c., as it contains a large proportion of sulphur, and is used instead of brimstone. The total quantity brought into Liverpool, last year, (and always in bulk,) was as follows. Average price, 20s. per ton:

<i>From</i>	<i>Tons.</i>
Ireland ... ..	39,788
Cornwall ... ..	5,302
Wales... ..	2,454
<b>Total</b> ... ..	<b>47,544</b>

The entire value of the copper trade of Liverpool, last year, including metal sheathing, approached £1,500,000.

BRIMSTONE, or sulphur, a combustible mineral, of a bright yellow colour, soluble in alcohol, but not in water, is imported in bulk from Italy and Sicily, into Liverpool, for the manufacturers of sulphuric acid, gunpowder, &c. The annual aggregate import into the United Kingdom is 38,000 tons, and the average price £8 per ton. The imports and stocks, during the last five years, were as follow :

<i>Years.</i>	IMPORTS.		STOCKS.
	<i>United Kingdom.</i>	<i>Liverpool.</i>	<i>In L'pool, 31st Dec.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848... ..	33,420	10,150	2,100
1849... ..	42,269	11,300	2,400
1850 .. ..	33,231	10,850	700
1851... ..	38,456	10,900	2,800
1852... ..	37,936	12,250	4,100

600 tons were re-exported from Liverpool last year.

MANGANESE, a black metallic ore, found in the north of Europe, in Ireland, and in the south of England, is frequently imported into Liverpool in bulk, and at other times in casks of ten or twelve cwt., for use in glass manufacture, glazing black earthenware, &c. The quantity brought into Liverpool, last year, was 3,291 tons, average price £7 per ton. Foreign manganese has almost entirely supplanted British ; and our chief supplies are now received from the Duchy of Nassau, being shipped on the Rhine.



The annual production of LEAD in Europe may now be regarded as 130,000 tons, Spain having recently increased her trade in it very considerably. Great Britain produces 60,000, Spain 50,000, Germany 10,000, Russia 5,000, and France 5,000 tons.

LEAD ORE, the unrefined metal in its mineral state, sometimes called galena, is found in upwards of 230 mines in the United Kingdom, is smelted in furnaces, and run into PIG LEAD,  $1\frac{1}{4}$  to  $1\frac{1}{2}$  cwt. each, which are afterwards run into SHEETS, rolled of various thicknesses and sizes, from 6 to 10 cwt. Pipes, bullets, shot, litharge, sugar of lead, red and white lead, are all manufactured from pig and other lead, at forty-three smelting works and rolling-mills in Great Britain, mostly at Bagillt, Chester, Newcastle-on-Tyne, London, Bristol, Shrewsbury, &c.

LEAD PIPING, when made, is coiled up in circular bundles, afterwards put into large strong casks, cut in two, and left open, weighing ten cwt. to a ton. SHOT is put into bags of 14 to 28 lbs., and is damageable by the least wet or damp, causing it to stick together. RED and WHITE lead is ordinarily put into small but very heavy casks, weighing variously from 1 to 10 cwt. LEAD ASHES, left from the manufacture of sheet and pipe lead, are put into casks of 5 to 10 cwt., to be smelted over again. LITHARGE is put into casks of 10 to 12 cwt.

The total production of lead ore in the year 1849 was 85,716 tons, and of lead 58,727 tons, and the exports from the United Kingdom 21,004 tons. Last year, 1852, the quantity of lead ore smelted at the works on the river

Dee amounted to 25,000 tons, producing 20,000 tons of lead. The trade in Liverpool is confined to half-a-dozen very respectable manufacturers; and the total business of the town, last year, amounted to about 16,000 tons, equivalent in value to £320,000. One-third was exported, and one-third forwarded into the country.

Small supplies of lead ore have been brought into Liverpool from Alston-moor, and pig lead from Cumberland and Scotland; and about 2,000 tons of Spanish lead were imported last year.

Our exports of sheet lead to the north of Europe, piping to the Brazils, red and white lead to India, and shot to all parts of the world, consist of two to three hundred tons of each sort annually; but the entries in the Custom-house of red and white lead and litharge are made in so many different forms, such as painters' colours, for instance, that it is difficult to ascertain the precise quantities exported, and we might be led astray thereby. However, as pig lead is the leading article, we extract three years:

EXPORTS OF PIG LEAD FROM LIVERPOOL.			
<i>To</i>	1850.	1851.	1852.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
America ... ..	2,700	3,630	2,182
India and China ... ..	1,273	1,029	650
Baltic ... ..	800	220	136
France ... ..	665	200	457
Sundry Ports ... ..	186	40	44
Total ... ..	5,684	5,119	3,469

TIN is found in England and Banca, as tinstone. It is pulverized at the mines as fine as sand, then smelted and run into blocks, ingots, slabs, and small bars, and when for exportation packed in barrels of 2 to 4 cwt. The ORE, or *black tin*, occurs, also, crystallized in a variety of forms. There are likewise tin pyrites. The present annual get of the 118 tin mines in Cornwall and Devon is estimated at 10,000 tons of dressed ore, which, when smelted, produces 7,000 tons of tin, value, ordinarily, £580,000 in the aggregate.

The imports of TIN into Liverpool, during the year 1852, were as follow :

<i>British.</i>	<i>Tons.</i>
21,997 Ingots, at 40 to the ton ... ..	550
1,145 Blocks, at 6 " ... ..	691
1,617 Barrels, at 6 " ... ..	270
<i>Foreign.</i>	
4,128 Slabs, at 30 to the ton ... ..	130
Total ... ..	1,650

This, at £84 to the ton, gives the value of our imports of tin, £138,600 per annum.

ZINC, called also SPELTER, is found, as an ore, in Cornwall, Derbyshire, Flintshire, Cumberland, and the Isle of Man; and is imported, also, from the north of Europe, principally into Hull and London, but likewise into Liverpool, in smaller quantities, usually in the form of ingots, termed plates, chiefly for use in converting, by manufacture, into roofing and piping, also as a mixture in yellow metal and brass making.

SPELTER is the term applied to the article as imported from Silesia, when smelted from the ore into plates ; and ZINC is the manufactured article from the spelter, rolled into sheets. The trade is in very few hands, and the imports of zinc and zinc ore altogether into the United Kingdom last year, 1852, amounted to 19,293 tons, whilst the exports, chiefly to the East Indies, were 5,948 tons.

The stocks held in London range from 3,000 to 8,000 tons ; but there are none in Liverpool, as exports of the article are never made from this port. There are nine zinc-workers, or manufacturers, here, and the total quantity of zinc brought for their use, last year, from Stettin and Hamburgh direct, or through London and coastwise, or otherwise, to Liverpool, amounted to 2,000 tons, which, at £22 per ton, exhibits the aggregate value, £44,000.

The imports of antimony, bismuth, cobalt, &c., into Liverpool are inconsiderable.

A considerable quantity of SILVER is now obtained from lead, the expense of its extraction having been materially diminished by the invention of improved processes. Of the lead raised in Great Britain, it is stated that about one-half yields 8 oz. of silver per ton, being in value £25,000 per annum. We receive imports of silver ore from the west coast of South America into Swansea and Liverpool, and a little into London. It is always brought in small bags of about  $1\frac{1}{2}$  cwt., and that for Liverpool is deposited in the same premises as the copper ore landed at the Harrington Dock. The quantity

of silver ore imported during last year into Liverpool amounted to 2,900 tons, in value about £190,000. This year, up to the present time, 1,800 tons have been imported, of a richer quality, and which may be estimated as worth £135,000. The price obtained entirely depends on the quantity of fine silver contained in the ore, and varies from £10 to £650 per ton.

The ore was formerly sold to one or two silver-smelters, on a comparatively small scale, but is now distributed throughout the kingdom, the trade having latterly so much increased, and become so important, that many of the lead and copper smelters have been induced to turn their attention to it, and the ore is now chiefly sent hence to the river Dee, Newcastle-upon-Tyne, Sheffield, Llanelly, Swansea, Devon, and Cornwall. Other furnaces are also in course of erection in this immediate neighbourhood; and from the central position of Liverpool, and the facilities afforded for disposing of the ore, there is every expectation that the trade will go on here steadily increasing in value.

Imports of GOLD and SILVER are made chiefly into Southampton, Liverpool, and London, both coined and uncoined, in small, square, heavy, iron-bound boxes; and the quantity so brought into Liverpool last year, chiefly from the United States and South America, amounted to 600 tons in weight, and £7,000,000 in value.

It is estimated that upwards of 400,000 persons are employed directly in the HARDWARE and CUTLERY

manufactures in England, and the aggregate value of such goods produced annually exceeds £20,000,000.

**HARDWARE** is a term employed to denote every description of metals when manufactured into articles of use, whether of iron, copper, tin, brass, or pewter, &c., consisting of all kinds of implements, such as edge tools, spades and shovels, scythes and sickles, screws, hammers, hinges, spoons, anvils, vices, sadirons, tubes, guns, &c. The principal seats of manufacture are in Birmingham, Wolverhampton, Dudley, Walsall, and those neighbourhoods.

**CUTLERY** is the term used to designate all kinds of sharp cutting instruments, such as table knives and forks, razors, scissors, swords, penknives, surgical instruments, &c. The great seat of manufacture is Sheffield.

Liverpool is the great outport for all these manufactures to the Western World; and, if under this head we include wire, nails, chains, anchors, millwork, castings, and machinery, steam-engines, &c., we find altogether upwards of 100,000 tons exported last year from this port, amounting in value to £3,500,000.

**STEEL**, bars and pieces of wrought iron, hardened by a peculiar process, is principally made in Sheffield, where there are 62 establishments, with 56 furnaces, for converting iron into steel, and 74 steam-engines, with 1,353 horse-power. Three sorts of steel are manufactured, called blistered, shear, and cast, the last-named being the most valuable, serving to make the blades of penknives, razors, surgical instruments, swords, and all kinds of cutlery.

Last year the quantity of such "unwrought" steel sent from Sheffield to Liverpool for shipment, chiefly to the United States, but also to the Mediterranean and East Indies, amounted to 80,000 bundles of  $1\frac{1}{4}$  cwt., and 22,000 long, narrow cases, averaging 5 cwt. each, being altogether 10,500 tons in weight, and £425,000 in value.

Besides these, 4,000 casks of files, weighing 2,000 tons, worth £230,000, were forwarded from Sheffield, through Liverpool, principally for shipment, and which come generally under the denomination of steel, but which should more properly be placed in the category of hardware or cutlery.

The manufacture of steel in Sheffield is now said to be 2,000 tons monthly, with every prospect of an increase of 25 per cent.; and the bulk of this trade is for exportation through the port of Liverpool.

The Government returns of the exports of *duty free* goods are now not only fallacious, but mischievous, by misleading the ministry and the public. For example, see their last returns of the quantities of steel exported from the United Kingdom to all parts of the world, which returns amount to very little more than the quantity actually exported from Liverpool alone.

QUICKSILVER, or Mercury, is a metal differing from all others, in being semi-fluid until subjected to an intense degree of cold,—39°, when it becomes solid, and is used for silvering mirrors, the backs of looking-glasses, mathematical instruments, &c., and in medicine.

We receive imports chiefly from Spain, in iron bottles of  $\frac{3}{4}$  cwt. each, and re-export to America, France, the East Indies, &c., principally through London. The quantities fluctuate materially. Some years we find only 100 tons imported, and other years 1,000; but none appears to have come direct to Liverpool last year.



## THE SUGAR TRADE.

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THERE are at present about 150 wholesale grocers in this kingdom, who purchase sugar largely from merchants, through brokers, and distribute it in smaller quantities to the retailers; the average annual consumption being now  $24\frac{1}{2}$  lbs. for each individual. The consumption of each country, however, does not necessarily accord with its importation. Re-exports are made by some, whilst others supply themselves to a great extent. The United States draw from the cane and maple plantations in Louisiana, and France has 300 beet-sugar manufactories, producing upwards of 70,000 tons annually; Germany, also, manufactures largely.

A comprehensive tabular return, No. 461, ordered by the House of Commons to be printed 9th May, 1853, shows the quantities of sugar of the several sorts imported into the United Kingdom, and the quantities retained for home consumption; together with the rates of duty charged thereon each year during the present century. We will quote from this return, although it does not correspond with the Government Finance Reports, owing to their being made up to different dates.

We receive supplies of tropical sugar from the East and West Indies, Mauritius, and South America, principally into London, Liverpool, Bristol, and Greenock,

under the denomination of brown or Muscovado, clayed, refined or lump, and candy or crystallized; but the great bulk is of the first-named description, put into bags and mats of 1 to 2 cwt., boxes and chests of 3 to 18 cwt., and hogsheads of 13 to 16 cwt. each, for general domestic uses. We receive our chief supply of lump sugar from Holland and Belgium, and small imports of candy from Holland, in boxes of  $\frac{1}{2}$  cwt., for confectionery purposes.

By this Parliamentary return we find the total imports of sugar into the United Kingdom thus received during the last seven years :

IMPORTS.					
<i>Years.</i>	<i>British W. India.</i>	<i>E. India and Mauritius.</i>	<i>Foreign.</i>	<i>Refined and Candy.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1846 ...	102,368	113,874	64,914	4,827	285,983
1847 ...	159,991	130,036	120,450	4,813	415,290
1848 ...	139,766	110,952	92,778	11,338	354,834
1849 ...	141,996	118,614	86,258	15,220	362,088
1850 ...	129,271	117,680	67,626	17,893	332,470
1851 ...	153,268	128,544	114,814	22,427	419,053
1852 ...	170,128	121,282	53,428	15,196	360,034

CONSUMPTION.			
<i>Years.</i>	<i>Raw.</i>	<i>Refined.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1846 ... ..	261,013	920	261,933
1847 ... ..	288,976	1,306	290,282
1848 ... ..	307,115	2,310	309,425
1849 ... ..	295,284	3,757	299,041
1850 ... ..	304,575	5,817	310,392
1851 ... ..	311,677	16,904	328,581
1852 ... ..	344,943	13,700	358,643

Summary of stocks in the four principal ports of the United Kingdom, 31st December each year :

<i>Description.</i>	1848.	1849.	1850.	1851.	1852.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Colonial..	88,400	67,000	49,300	85,000	68,200
Foreign..	39,600	53,000	41,700	60,000	39,400
Total..	128,000	120,000	91,000	145,000	107,600

(*Vide Circulars, Corri and Co., London.*)

Stocks held 31st December, 1851 and 1852 :

<i>Places.</i>	1851.	1852.
	<i>Tons.</i>	<i>Tons.</i>
London ... ..	90,929	70,787
Liverpool... ..	29,642	25,073
Clvde ... ..	17,386	9,921
Bristol ... ..	5,996	4,020
Total .. ..	143,953	109,804

(*Vide General Brokers' Circular, Liverpool*.)

Imports of sugar into Liverpool during the last five years, and stocks held in this port 31st December each year :

<i>Years.</i>	<i>Imports.</i>	<i>Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	61,688	26,211
1849 ... ..	67,070	26,855
1850 ... ..	62,023	24,961
1851 ... ..	71,837	29,450
1852 ... ..	61,065	24,115

(*Vide Circular, Littledale and Co., Liverpool.*)

The following were the imports of sugar into Liverpool during the year 1852 :

Number.	Packages.	Where from.	Average.		Total.
			Cwt.	Tons.	
34,375	Hhds. and Tes.	West India, B. P...	14		24 063
229,150	Bags ... ..	Bengal, &c. ... ..	1 $\frac{3}{4}$		18,618
76,650	" ... ..	Mauritius ... ..	1 $\frac{1}{2}$		4,791
25,400	Bags, &c....	Manilla, &c. ... ..	3 $\frac{1}{2}$		1,111
10,340	Boxes ... ..	Havana ... ..	3 $\frac{1}{2}$		1,939
1,375	Chests ... ..	Brazil ... ..	14		963
85,300	Barrels, &c. ...	Ditto ... ..	1 $\frac{3}{4}$		5,864
6,600	Hhds, &c. ... ..	Foreign ... ..	10		3,300
1,650	Barrels ... ..	Ditto ... ..	1 $\frac{1}{2}$		124
		Add actual differences in averages, for exactness			292
470,840	Packages.				61,065

This table shows that 40 per cent. of the sugar imported was contained in bags, constituting upwards of 70 per cent. of the entire number of packages.

The re-exports of sugar from Liverpool during the year 1852 were as follow :

Number.	Packages.	Average.		Total.
		Cwt.	Tons.	
26,466	Barrels, &c. ... ..	1 $\frac{3}{4}$		1,820
5,799	Boxes ... ..	3 $\frac{1}{2}$		1,087
8,342	Bags, &c. ... ..	1 $\frac{1}{2}$		365
249	Hhds., &c. ... ..	14		174
40,856	Packages.			3,446

This table shows one year's re-exports only, which are governed by prices, and fluctuate accordingly in quantity every year.

The shipments coastwise of sugar in bond from Liverpool, during the year 1852, were as follow :

<i>Number.</i>	<i>Packages.</i>	<i>Average.</i>	<i>Total.</i>
40,250	Bags ... ..	<i>Cwt.</i> 13	<i>Tons.</i> 3,270
6,500	" ... ..	12	406
3,800	Hhds. ... ..	14	2,660
50,550½	Packages.		6,336

The hogsheads were chiefly sent to Ireland. The deliveries of raw sugar, for all purposes, in Liverpool, last year, amounted to 53,035 tons of colonial, and 13,365 foreign : total, 66,400 tons : namely,

<i>Stocks, &amp;c.</i>	<i>Tons.</i>
Stock on hand 31st December, 1851 ... ..	29,450
Imported during year 1852 ... ..	61,065
<b>Total ... ..</b>	<b>90,515</b>
Stock on hand 31st December, 1852 ... ..	24,115
<b>Deliveries ... ..</b>	<b>66,400</b>

This weight is equivalent in value to £1,600,000, *ex duty*. The amount of duty paid in Liverpool on all sorts of sugar, last year, was upon 58,354 tons. When the foreign and colonial duties are equalized, 5th July, 1854, the features of the trade will become completely altered.

The consumption of sugar in the town of Liverpool is computed at 28lbs. for each individual per annum, being 5,000 tons raw and crushed, and 1,000 tons lump. The quantities forwarded into the country last year, and

sent coastwise, duty paid, amounted to 48,000 tons. The re-exports under bond approached 10,000 tons.

REFINED SUGAR, from Muscovado, or clayed sugar, by re-dissolving, afterwards boiling and clarifying it with animal charcoal, and then pouring it into conical-shaped moulds, is thus manufactured by half-a-dozen sugar-refiners in Liverpool, who produce, in the aggregate, 24,000 tons of manufactured sugar (almost entirely crushed) annually, from 30,000 tons of raw sugar, exclusive of the residue termed bastards, and treacle. Another large house is just built, and will be in operation next year.

The moulds, being of different sizes and material, form the white sugar into conical pieces, called in the trade titlers, lumps, and loaves, weighing from 14 to 56 lbs., but generally between 14 and 18 lbs. each; which are sometimes wrapped in white paper only, though usually with an additional covering of blue paper, tied with string, and thus removed from the sugar-houses to the retail grocers; but, when for exportation, they are packed in hogsheads of 8 to 10 cwt.

There are about 100 resident importers of sugar in Liverpool, 35 brokers, and 9 wholesale grocers.

MOLASSES, or MELASSES, the uncrystallized portion of the juice of the sugar-cane, separated from the sugar during the manufacture, is imported from the West Indies and the Mauritius, chiefly in puncheons of 10 and 12 cwt., but also in hogsheads of 7 cwt., and barrels of 3 cwt., principally into Greenock, Liverpool, and London,

where the sugar-bakers extract a coarse kind of sugar from it called bastards, and the residue is then termed **TREACLE**.

The imports of last year into the four chief ports were as follow :

<i>Places.</i>	<i>Tons.</i>
Greenock ... ..	14,540
Liverpool ... ..	6,110
London ... ..	5,270
Bristol ... ..	80
<b>Total ... ..</b>	<b>26,000</b>

The following were the imports of molasses into Liverpool during the last five years, and stocks held 31st December each year :

<i>Years.</i>	<i>Imports.</i>	<i>Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	5,900	2,250
1849 ... ..	14,025	5,000
1850 ... ..	13,310	4,554
1851 ... ..	10,100	4,242
1852 .. ...	6,110	1,940

(*Vide Circulars, Pattinson and Clark.*)

The productions from molasses are about 2-5ths sugar and 2-5ths treacle, as 1-5th evaporates in the process of manufacture. The whole of the molasses imported into Liverpool are exclusively consumed here, excepting one or two hundred puncheons annually re-exported as ships' stores: therefore, the Liverpool refiners would produce upwards of 2,000 tons of bastard sugar in this way last year. The value of the imports of molasses into Liverpool, last year, may be considered as £100,000.

The TREACLE made in Greenock and Port Glasgow is largely shipped coastwise to Glasson Dock; 1,736 puncheons, 1,150 tons, last year were thence forwarded into the manufacturing districts of Lancashire and Yorkshire.



## THE TEA AND COFFEE TRADES.

THERE are in England and Wales, 98,587; Scotland, 15,957; Ireland, 13,623: total, 128,167 tea and coffee dealers in the United Kingdom. Recent yearly imports of tea have averaged 90 to 100 cargoes, with 23,500 tons; the re-exports 2,000 tons, leaving 21,500 tons for home consumption, which, at £450 a ton, including duty, exhibits the gross value of £9,675,000.

We receive imports from China into London, Liverpool, &c., of TEA, in various sized boxes and chests, from 14lbs. to 84lbs. each, with about two dozen names to their varieties; but congou is the description chiefly used, after which comes gunpowder, young hyson, sou-chong, pekoe, &c. The average yearly imports, a short time ago, were as follow; but the trade is now much increased, and expected to increase still further, in proportion as the duties are diminished,—provided the insurrection in China be terminated:

<i>Into</i>	<i>Cargoes.</i>	<i>Tons.</i>
London ... ..	70	18,000
Liverpool... ..	20	4,000
Bristol ... ..	2	500
Glasgow ... ..	2	500
Leith ... ..	1	250
Dublin ... ..	1	125
Belfast ... ..	1	125
<b>Total ... ..</b>	<b>97</b>	<b>23,500</b>

But last year there were 29 cargoes brought to Liverpool.

The Board of Trade returns exhibit the official statement of imports into the United Kingdom during the last five years as follow :

<i>Years ending</i>	<i>Imported.</i>	<i>Home Consumption.</i>	<i>Duty.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>£</i>
5th Jan., 1849...	21,327	21,756	5,329,992
" 1850...	23,865	22,831	5,471,422
" 1851...	22,550	22,847	5,597,617
" 1852 ..	31,904	24,092	5,902,433
" 1853...	29,625	24,431	5,985,482

In large towns the consumption of tea is calculated at 3lbs. to each individual per annum in this country ; and the supplies are chiefly distributed from London and Liverpool. In this town there are 36 tea and coffee merchants, 12 brokers, and upwards of 300 tea and coffee dealers, or retailers.

The imports, exports, and deliveries of tea for the port of Liverpool, during the last five years, and the stock remaining uncleared in the warehouses at the end of each year, were as follow :

<i>Years.</i>	<i>Imported.</i>	<i>Received Coastwise.</i>	<i>Duty Paid.</i>	<i>Sent Coastwise.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ...	4,528	215	2,549	3,117
1849 ...	4,106	460	2,798	2,680
1850 ...	4,070	603	2,665	2,002
1851 ...	7,491	291	3,012	2,837
1852 ...	6,234	400	3,064	2,665

<i>Years.</i>	<i>Exported.</i>	<i>Stock.</i>	<i>Total Delivery.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848... ..	280	4,871	5,946
1849... ..	510	3,448	5,989
1850... ..	609	2,845	5,277
1851... ..	451	4,327	6,300
1852... ..	526	4,663	6,254

(Fide Circular, Littledale and Co.)

But it must be remembered that all the circulars issued by brokers in Liverpool relate to the quantities of commodities sea-borne only, and the element of land-carriage has never yet been introduced into them, although this is now an important desideratum. If we glance at the foregoing figures, we perceive the deliveries exceed the imports, without diminishing the stocks; a paradox in absence of the needful explanation, that from 500 to 1,000 tons of tea are now brought by railway, &c., into this port annually, which are never recorded in the brokers' circulars.

It would be an infinite advantage, improvement, and economy if all brokers could be induced to adhere to uniformity and concentration, by recording everything in tons weight, instead of in lbs., cwts., packages, measurement, or number, (as the multiplicity of figures is exceedingly inconvenient,) and include the business transacted by inland navigation, as well as coastwise.

ANALYSIS of the last year's distribution of the Liverpool tea trade :

<i>Imports, Stock, &amp;c.</i>	<i>Tons.</i>
Imported from China ... ..	6,231
"    Coastwise ... ..	400
Stock 31st December, 1851 ... ..	4,327
	10,961
Re-exported Foreign ... ..	525
"    Coastwise ... ..	2,065
Consumed in the town ... ..	650
Forwarded into the country ... ..	2,458
	6,298
Stock 31st December, 1852 ... ..	... .. 4,663

Thus, the aggregate value of the Liverpool tea trade, last year, may be set down at 1s. 6d. per lb., or £1,000,000, *ex duty*.

TEA, being simply the dried leaves of two or three species of trees, owing to its high price and high duty, is an article much sophisticated, not only by the dealers in this country, who adulterate it with leaves of various indigenous trees, and the exhausted tea leaves redried, but also by the Chinese themselves, who have, latterly, vended a spurious commodity, under the designation of *Lie Tea*, which is used solely for the purpose of adulteration. It is composed of the dust and sweepings of the tea-warehouses, mixed with chrome yellow and Prussian blue, to give it the peculiar appearance of the light-green *gunpowder* tea colour: a liquid, formed by boiling the husks of rice until it has the consistency of thin gruel, is then sprinkled in, whilst the mass of powder is, at the same time, briskly stirred with rods, which causes it to granulate, and produces a very close imitation of green tea. A slight magnifying power applied to this spurious tea will detect its heterogeneous composition.\*

Brazil is now the largest producing country of COFFEE in the world, although the coffee plant is not indigenous to it. We receive imports into this kingdom, however, chiefly from Ceylon and Jamaica, in tierces of 7 cwt., barrels 2 cwt., and bags  $1\frac{1}{4}$  cwt. Mocha comes in bales of about 3 cwt. and half-bales  $1\frac{1}{2}$  to 2 cwt.; but into Liverpool the supplies are principally from the Brazils

(\*Vide *Popular Economic Botany*, by T. C. Archer, Esq., Reece and Co., London: just published.)

and the West Indies. London is the chief market. It is now much deteriorated by the admixture of chicory, catechu, terra japonica, and spent bark from tanneries; and the revenue is rapidly decreasing.

The following are the quantities of coffee imported, taken for home consumption, and duty paid into the United Kingdom, during the last five years :

<i>Years.</i>	<i>Imported.</i>	<i>Home Consumption.</i>	<i>Duty.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>£</i>
1848... ..	25,470	16,552	700,632
1849... ..	28,270	15,357	642,520
1850... ..	22,682	13,940	566,822
1851... ..	23,710	14,534	445,739
1852... ..	24,275	15,600	438,084

(*Vide Board of Trade Returns.*)

The imports and stocks in Liverpool, for the same period, were as follow :

<i>Years.</i>	<i>Imports.</i>	<i>Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	3,150	3,100
1849 ... ..	4,300	2,000
1850 .. ...	3,700	2,475
1851 ... ..	3,317	2,450
1852 ... ..	3,100	2,500

(*Vide Brokers' Circulars.*)

The consumption of coffee in the town of Liverpool itself may be taken at 5lbs. for each individual, or 1,000 tons per annum. The following is an analysis of the last year's distribution of the Liverpool coffee trade :

<i>Imports, Stocks, &amp;c.</i>	<i>Tons.</i>
Imported Foreign ... ..	3,100
"    Coastwise ... ..	800
Stock 31st December, 1851 ... ..	2,450
	<hr/> 6,350
Exported Foreign ... ..	600
"    Coastwise ... ..	740
Consumed in town ... ..	1,000
Forwarded into country... ..	1,510
	<hr/> 3,850
Stock 31st December, 1852 ... ..	2,500

COCOA is obtained chiefly from the West Indies, the Brazils, and Guayaquil, in barrels, boxes, and bags, of about a hundredweight each. The imports are chiefly made into London, about one-fourth part being re-exported to the continent of Europe. The imports and stocks in Liverpool during the last five years were as follow :

<i>Years.</i>	<i>Imports.</i>	<i>Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	668	365
1849 ... ..	625	175
1850 ... ..	417	200
1851 ... ..	548	255
1852 ... ..	997	380

Cocoa is the principal ingredient of which CHOCOLATE and CACAO are manufactured.

COCOA SHELLS, or HUSKS, the external covering of cocoa-nibs, or beans. The husks are generally removed previous to grinding the cocoa for making chocolate: in Italy, and other parts of Europe, these husks form an important article of commerce. Considerable quantities

are imported into this country, chiefly from Trieste and Leghorn. It is all consumed in Ireland, under the very appropriate name of "*miserable*", being used in forming an inferior diet drink for the poorer classes. The quantity imported approximates 20 tons per annum.

CHICORY root is now grown extensively in Yorkshire. The crops average 7 tons per acre, and about 10,000 acres are at present under cultivation, producing 70,000 tons of green root, which is usually conveyed on railways in returned coal-wagons, loose, to the kilns, where, after being dried, and thereby reduced about 75 per cent. in weight and bulk, it is put into bags of  $1\frac{1}{2}$  cwt. It is thus distributed to all the principal towns, particularly to London, Liverpool, Glasgow, Manchester, Warrington, &c., where the manufacturers convert the root into powder, (which process again reduces the weight about 20 per cent.,) and then pack it in papers of from 3 oz. to 3lbs. each, which are put into boxes of 1 to 2 cwt., and sometimes in barrels of 3 to 5 cwt., and thus retailed to almost every tea and coffee dealer in the kingdom, being commonly used as a substitute for coffee by admixture with it. The production last year was 14,000 tons, value £308,000. Liverpool consumes about half as much chicory powder as coffee. The adulteration of chicory with mahogany sawdust, roasted peas, &c., is said to be very great. The total value of the coffee trade, including cocoa, chocolate, and chicory, brought into Liverpool last year, may be set down at £300,000, *ex duty*.

Germany, the Netherlands, and Guernsey produce chicory, but the imports into England are inconsiderable. Norfolk, Suffolk, and other eastern counties, Cheshire, and also Ireland grow it to a small extent. The first year the plant rises like a dandelion, having no stem, and the root runs deeply into the ground; but the second year, when growing to seed, it shoots up three to eight feet high, forming a stem and branches. The labour attending its culture is extreme,—nevertheless, it has been a profitable crop to the grower.



## THE WINE AND SPIRIT TRADES.

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WINE is produced in all parts of the south of Europe, Spain and Portugal supplying the largest quantities of the sorts mostly drunk in Great Britain,—port and sherry: we receive it principally from Lisbon and Oporto, into London and Liverpool, in casks of various sizes, from 2 to 12 cwt., but generally in pipes, of 108 to 116 gallons, (10 to 12 cwt. ;) and the lighter descriptions of wines bottled, in cases of 1 to 3 dozen, weighing 1 to 3 cwt.

The wines chiefly imported into England in casks are Port, Sherry, Madeira, Malaga, Marsala, and Teneriffe, and those in cases Champagne, Claret, Burgundy, Hock, Moselle, and Hermitage. The proportions which each description of wine bears to our total home consumption, of all sorts, for the last three years, is shown by the last Parliamentary return, No. 582, 8th June, 1853 :

<i>Description.</i>	1850.	1851.	1852.
Spanish ... ..	38 36	40 33	41 08
Portugal ... ..	43 73	40 20	39 23
French ... ..	5 29	7 12	7 50
Cape ... ..	3 82	3 74	3 82
Madeira ... ..	1 09	1 14	1 10
Rhenish ... ..	0 85	0 94	0 92
Canary ... ..	0 25	0 25	0 23
Sicilian, &c. ... ..	6 61	6 28	6 12

During the past year there has been a rise in prices in all the wine-growing countries, owing to the increased demand from all parts, and especially from Australia. The importations show a decrease, as compared with the preceding year, of 2,215,124 gallons, the total being the smallest that has been known for many years. The deliveries for home consumption, however, presented an increase of 65,408 gallons, and those for export an increase of 120,615. In January, 1853, the stocks in England were lower than for fifteen years, and about 1,000,000 gallons under the average.

The foreign wines imported into the United Kingdom, year ended 5th January, 1853, are thus recorded:

<i>Description.</i>	<i>Imported.</i>	<i>Duty Paid.</i>	<i>Exported.</i>	<i>Home Consumption.</i>
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Spanish ...	3,181,835	2,738,089	865,567	2,606,857
Portugal ...	2,120,716	2,567,774	384,612	2,489,250
French ...	575,280	503,919	169,595	475,984
Cape ...	127,952	242,805	4,054	242,619
Madeira ...	141,317	82,064	93,075	69,730
Rhenish ...	70,297	60,711	12,238	58,533
Canary ...	86,819	16,033	86,220	14,877
Sicilian, &c.	489,088	403,284	186,656	388,147
Total ...	6,793,304	6,614,679	1,802,017	6,346,061

The quantities remaining in warehouse under bond, 5th January, 1853, we find as follow:

<i>Remaining in</i>	<i>Gallons.</i>
London ... ..	5,450,706
Liverpool, &c. ... ..	3,548,134
Total ... ..	8,998,840

Home-made wines, termed SWEETS and CORDIALS, are compounded and retailed by upwards of 5,000 dealers in the kingdom. We received, last year, 51,151 gallons from Scotland, and 3,432 gallons from Ireland, into England. It was principally brought from Leith, coast-wise, to London, Newcastle, and Hull; but 7,222 gallons were brought from Glasgow to Liverpool, and 3,116 gallons from Dublin, (*Vide H. C. return, No. 546, session 1853;*) besides which, about 2,000 gallons were made here by a few resident manufacturers, chiefly for exportation.

The Oporto shipping-list publishes the names of 60 shippers of wine, in quantities above 100 pipes annually; and the Cadiz shipping-list exhibits a similar number. In Liverpool there are about 150 wine and spirit merchants, 30 of whom are wine-merchants only, and, in addition thereto, we have about half-a-dozen wine and spirit brokers, who operate extensively in their purchases for shipment and export. The merchants sell to the dealers, innkeepers, and private consumers their wines in bottles, packed in hampers and cases, as well as in casks, the weights of which vary according to their size. There are upwards of 150 hotels, inns, and taverns in Liverpool and neighbourhood.

No circular or other record of the wine and spirit trade of Liverpool is now kept by any person, except for rum; but, through the instrumentality of one of the leading brokers, we have ascertained the imports of 1852, or, rather, an accurate approximation of the total;

the statements being exclusive of brandy and Geneva, occasionally imported for immediate shipment, in transitu; which, indeed, ought not to be included, properly speaking, as belonging to the commerce of the port.

The wines imported into Liverpool, during the year 1852, were as follow :

FOREIGN.					<i>Equal to</i>	
<i>Description.</i>	<i>Pipes.</i>	<i>Hhds.</i>	<i>Casks.</i>	<i>Octaves.</i>	<i>Pipes.</i>	<i>Cases.</i>
Spanish ...	490	1,475	3,037	610	1,999	282
Portugal ...	607	849	1,560	29	1,425	1,608
Sicilian ...	131	107	714	220	390	—
French ...	54	347	219	—	282	14,161
Madeira ...	15	30	39	10	41	1
Other sorts...	7	32	32	—	31	1,654
<b>Total ...</b>	<b>1,304</b>	<b>2,840</b>	<b>5,601</b>	<b>869</b>	<b>4,168</b>	<b>17,706</b>
COASTWISE.						
Spanish ...	60	214	369	93	271	696
Portugal ...	208	86	169	27	296	282
Sicilian ...	12	32	63	18	46	16
French ...	32	40	4	12	54	840
Madeira ...	34	4	5	4	38	36
Cape ...	117	860	28	—	654	—
Other sorts...	2	13	66	21	28	98
<b>Total ...</b>	<b>565</b>	<b>1,249</b>	<b>704</b>	<b>175</b>	<b>1,387</b>	<b>1,968</b>
<b>Total foreign and coastwise ... ..</b>					<b>5,555</b>	<b>19,674</b>

The cases contain 1 dozen to 3 dozen bottles each, and the total value of wines imported may be estimated at £130,000, *ex duty*. The weight, 4,500 tons. But to this we must add the average of 10 tons of valuable wines received weekly from London, by inland communication,—say 500 tons a year, £20,000.

SPIRITS, inflammable liquors in mercantile phraseology, generally comprehend rum, brandy, and Geneva, and British spirits; the three former being foreign productions, and the latter principally whisky and gin, but also British brandy, the manufacture of the United Kingdom; by 230 licensed distillers, 167 being in Scotland, 53 in Ireland, and 10 in England.

The foreign and colonial spirits imported into the United Kingdom, year ending 5th January, 1853, were as follows:

<i>Articles.</i>	<i>Imported.</i>	<i>Home Consumption.</i>	<i>Re-exported.</i>
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Rum ... ..	5,490,224	2,899,684	2,596,874
Brandy ... ..	3,959,452	1,921,395	1,331,193
Geneva ... ..	185,356	26,232	133,750
Others ... ..	34,573	21,807	69,206
<b>Total ...</b>	<b>9,669,605</b>	<b>4,872,118</b>	<b>4,130,023</b>

The quantities remaining in warehouses under bond, 5th January, 1853, were as follow:

<i>Remaining in</i>	<i>Gallons.</i>
London ... ..	4,097,329
Liverpool, &c....	4,377,345
<b>Total ... ..</b>	<b>8,474,674</b>

The total number of proof gallons of spirits distilled in the United Kingdom, the quantities delivered duty paid direct from distillers' stocks, and the quantities put into bond, for the year ending 5th January, 1853, were as follows:

<i>Places.</i>	<i>Distilled.</i>	<i>Duty Paid.</i>	<i>Bonded.</i>
	<i>Gallons.</i>	<i>Gallons.</i>	<i>Gallons.</i>
Scotland ..	9,942,218	3,798,344	6,143,874
Ireland ...	8,117,708	1,977,704	6,140,004
England ...	6,363,267	6,311,502	51,774
Total...	24,423,202	12,087,550	12,335,652

(Vide Parliamentary Paper, No. 297, Session 1853.)

The number of gallons of these spirits brought into England from Scotland and Ireland, last year, were as follows :

<i>From</i>	<i>Gallons.</i>
Scotland ... ..	2,267,419
Ireland ... ..	1,258,993
Total ... ..	3,526,412

The above twenty-four millions odd gallons were all WHISKY, two-fifths of which were conveyed to the rectifying-houses, altogether 40 in number, situate in London, Liverpool, Bristol, &c., for redistillation into GIN, British brandy, spirits of wine, anniseed, peppermint, &c. Spirits of all sorts are distributed throughout this country in casks of all sizes, and in earthenware jars of 2 to 6 gallons each, but gin is usually put into puncheons of 100 gallons, weighing about 10 cwt.

With respect to foreign spirits, the importations of RUM, last year, show an increase of 744,980 gallons over those of the previous year, whilst in the deliveries there was an improvement of 1,050,315 gallons. BRANDY likewise exhibits an augmentation of 1,028,485 in the imports, and 65,022 in the deliveries. The exports were

unusually large, being 286,794 gallons in excess of those of 1851. Of BRITISH SPIRITS generally the consumption was 25,200,879 gallons, against 23,976,596 in the preceding year, the chief increase being in Ireland. The British brandy permitted from the rectifiers' stocks of the United Kingdom amounted to 346,818 proof gallons.

In the spirit trade of Liverpool, amongst the ordinary mercantile community, RUM is the chief feature in the business, it being imported rather extensively from our West India colonies. The following imports and stocks of rum appear recorded in the general brokers' circular for the last five years :

<i>Years.</i>	<i>Imports.</i>	<i>Stock.</i>
	<i>Puncheons.</i>	<i>Puncheons.</i>
1848 ... ..	11,420	7,300
1849 ... ..	9,200	5,100
1850 ... ..	8,695	5,400
1851 ... ..	9,575	6,300
1852 ... ..	11,890	6,500

These puncheons average 84 gallons, 9 cwt., each; mean price, *ex duty*, 2s. 4d. per gallon. Therefore, last year's import into Liverpool was equivalent to 5,350 tons in weight, and £100,000 in value.

The brandy imported into Liverpool in the year 1852 was as follows :

<i>Description.</i>	<i>Pieces.</i>	<i>Hhds.</i>	<i>Barrels.</i>	<i>Equal to</i>	
				<i>Pieces.</i>	<i>Cases.</i>
Cognac ... ..	931	4,881	5,563	4,762	5,457
Bordeaux ... ..	85	188	34	163	3,591
Coastwise ... ..	11	118	109	97	339
<b>Total ... ..</b>				<b>5,022</b>	<b>9,386</b>

The cases generally contain a dozen bottles each, and their total value, together with the pieces, may be put down at £200,000, and in weight 3,000 tons.

The Geneva imported into Liverpool in the year 1852 was as follows :

<i>Description.</i>	<i>Puns.</i>	<i>Hhds.</i>	<i>Barrels.</i>	<i>Equal to</i>	
				<i>Puns.</i>	<i>Cases.</i>
Foreign... ..	36	780	127	458	9,084
Coastwise ... ..	—	7	7	8	43
Total ... ..				466	9,127

The cases usually are of one dozen bottles each, and their total value, with the puncheons, was about £10,000, and the weight 750 tons.

The London and Bristol gin, and other spirits, brought by inland carriage to Liverpool, average nearly 2,000 tons in weight per annum.

There are eight distillers and rectifiers of spirits in Liverpool, who receive whisky from Scotland and Ireland for rectification. The trade is an extensive and respectable one. It has been estimated that 800,000 proof gallons of British spirits are rectified in Liverpool annually, and sent out to supply the adjoining counties, very little in proportion being consumed in the town, as in seaports rum is generally drank by the lower classes. This manufacture of gin, &c., is equivalent to 4,000 tons in weight, and exceeds £400,000 in value per annum.

Thus we find the total weight and value of the wine and spirit trade of Liverpool to be 20,000 tons and £1,000,000 :



<i>Description.</i>	<i>Tons.</i>	<i>Value.</i>
Foreign Wines ... ..	5,000	£150,000
Rum... ..	5,850	100,000
Brandy ... ..	3,000	200,000
Geneva ... ..	750	10,000
British Spirits ... ..	4,000	400,000
From London, &c. ... ..	1,900	140,000
Total ... ..	20,000	£1,000,000

In the Liverpool *district* there are 85 Ale and Porter brewers, 1,699 victuallers, 1,407 persons licensed to sell beer to be drunk on the premises, and 45 not on the premises. The numbers who brew their own beer are 26 victuallers, and 23 persons licensed to sell beer to be drunk on the premises, &c. The bushels of malt consumed by each class during twelve months (ending 5th October) were, by the brewers, 790,158; victuallers, 21,536; licensed to sell beer, 18,182: total, 829,576 bushels, equivalent to 331,830 barrels, or 66,366 tons, and £829,567 money. The *borough* of Liverpool contains 60 brewers, 1,470 licensed victuallers, and 980 beer-houses. There are, also, 60 ale and porter *dealers*.

Liverpool is supplied with sweet ales from Edinburgh, Glasgow, Ayr, Stirling, Alloa, &c.; mild ales from Warrington, Bolton, Preston, Wrexham, Llangollen, Drogheda, &c.; bitter and strong ales from Burton-on-Trent; and porter from London, Dublin, Cork, Newry, Belfast, Waterford, &c.: in the aggregate, annually, inclusive of exports, and Irish porter forwarded into the country, to the extent of 200,000 barrels, equivalent to 40,000 tons, and worth £500,000.

The exports of ale and beer from the United Kingdom, last year, to the East Indies, Australia, United States, West Indies, and other places, amounted to 243,950 barrels, of the declared value of £753,360. The exports from Liverpool, including ships' stores, are on a large scale, amounting to 66,700 barrels, 13,340 tons, £180,000 last year. We receive ale and porter in all sorts of packages,—butts, puncheons, hogsheads, barrels, kilderkins, firkins, hampers, &c.

CIDER and PERRY, the expressed juice of apples and pears, though much consumed in the western counties of England, are very little drank in Liverpool, or this neighbourhood, not more than 300 tons a-year, £3,750 in value. We receive them chiefly from Worcester, in puncheons, hogsheads, barrels, hampers, &c.

HOPS are brought to Liverpool, by railway, from Kent, Sussex, Hereford, and Worcester; generally in pockets of  $1\frac{1}{2}$  cwt., and occasionally, but seldom, in bags of  $2\frac{1}{2}$  cwt. The receivals last year were 4,000 pockets, weighing 300 tons, value £30,000. The brewers mostly order direct from the factors, as there are only one or two hop-merchants in Liverpool, who are also corn-merchants.

MALT we have previously described in a letter on the Corn Trade.

SPRUCE BEER is occasionally imported in small kegs, but the total quantity is only trivial.

## THE TOBACCO TRADE.

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TOBACCO, the dried leaves of an annual plant, is cultivated extensively in the United States of America, especially in Virginia and Kentucky. The aggregate average yearly production of the whole Western States is estimated at 160,000 hogsheads.

The centre of the manufacturing trade is at Richmond, where there are 43 factories, employing 2,300 hands, producing 6,000 tons of manufactured tobacco, for chewing, smoking, and snuffing. The principal depôts and shipping ports are New Orleans, Baltimore, and New York. Mexico, Cuba, Holland, and other countries produce tobacco; but seven-eighths of all brought to England is grown in the United States of America, and imported principally into London, Liverpool, Bristol, &c., in hogsheads, of leaf, 10 to 15 cwt., averaging 11 cwt. nett, or 13 cwt. gross, and occasionally in tierces of 7 to 9 cwt.

The best-informed persons assume the yearly consumption of Great Britain and Ireland at 26,000 tons, above one-half of which, they say, is smuggled, owing to the excessive duties imposed by the Legislature, and excise convictions are rapidly increasing. The quantity of cigars imported is comparatively inconsiderable, and

the snuff very trivial—only a few hundredweights in the course of a year.

The last account of IMPORTS, published by authority of Parliament, in the Tables of Revenue and Commerce, part xx., sec. A, 1852, for the year 1850, exhibits the following result of imports into the United Kingdom :

<i>Ports.</i>	<i>Leaf.</i>	<i>Manufactured and Cigars.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
London ... ..	7,638	482	8,120
Liverpool ... ..	6,870	146	7,016
Bristol ... ..	435	—	435
Glasgow ... ..	414	7	421
Leith ... ..	200	—	200
Southampton... ..	140	55	195
Other places ... ..	3	4	7
<b>Total ... ..</b>	<b>15,700</b>	<b>694</b>	<b>16,394</b>

The imports of *snuff* only amounted to 192lbs.

<i>Re-exports to</i>	<i>Leaf.</i>	<i>Manufactured and Cigars.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
West Coast of Africa ...	990	2	992
Holland and Belgium ...	683	24	707
Hanseatic Towns ... ..	475	42	517
Mediterranean ... ..	487	8	495
Australia... ..	10	330	340
France ... ..	165	1	166
Channel Islands ... ..	136	21	157
Norway ... ..	123	—	123
Spain and Portugal ...	56	1	57
Mauritius ... ..	48	9	57
United States of America	53	2	55
British North America...	13	20	33
Brazils ... ..	25	—	25
Denmark ... ..	12	8	20
Mecklenburg ... ..	—	15	15
Chili ... ..	6	4	10
Other places, less than } ten tons each ... }	58	73	131
<b>Total ... ..</b>	<b>3,240</b>	<b>569</b>	<b>3,800</b>

According to a return just made to the House of Commons, No. 583, for the year ending 5th January, 1853, we find the following particulars of the consumption of the United Kingdom :

<i>Ports.</i>	<i>Leaf.</i>	<i>Manufactured and Cigars.</i>	<i>Total.</i>	<i>Duty.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>£</i>
London ... ..	4,762	69	4,831	1,752,988
Liverpool ... ..	2,755	8	2,763	980,632
Bristol ... ..	780	—	780	275,485
Glasgow ... ..	631	1	632	223,761
Dublin ... ..	604	3	607	215,567
Belfast ... ..	377	—	377	133,111
Newcastle ... ..	341	—	341	120,444
Cork ... ..	270	—	270	95,362
Limerick .. ...	258	—	258	91,004
Leith ... ..	238	1	239	84,514
Preston ... ..	179	—	179	63,312
Chester ... ..	158	—	158	55,908
Shields ... ..	147	—	147	52,025
Waterford ... ..	132	—	132	46,670
Londonderry ... ..	116	—	116	40,992
Southampton ... ..	8	5	13	8,195
Other places, less } than 100 tons each }	904	3	907	320,771
<b>Total ... ..</b>	<b>12,260</b>	<b>90</b>	<b>12,750</b>	<b>4,560,741</b>

The foreign MANUFACTURED tobacco and cigars imported into the United Kingdom, during the last three years, were as follow :

<i>Years.</i>	<i>Tons.</i>
1850 ... ..	694
1851 ... ..	1,040
1852 ... ..	1,316

The quantity of BRITISH MANUFACTURED TOBACCO and CIGARS exported, chiefly to the colonies and as ships' stores, last year, altogether amounted only to 55 tons, and British manufactured SNUFF 5 tons.

RATES OF DUTY ON TOBACCO.	
Article.	Per lb.
	<i>s. d.</i>
Unmanufactured Tobacco ... ..	3 1 4-5ths.
Manufactured or Cigars ... ..	9 5 2-5ths.
Snuff ... ..	6 3 3-5ths.

In LIVERPOOL the trade is in the hands of half-a-dozen importers, and just the same number of brokers. There are 22 manufacturers, and 160 tobacconists, or retailers. The total number of hogsheads imported and re-exported, the stocks, &c., during the last seven years, appear as below, extracted from the annual circulars of Messrs. Parry and Crosbies, tobacco-brokers :

Years.	Imports.	Deliveries.	Stocks.
	<i>Hogsheads.</i>	<i>Hogsheads.</i>	<i>Hogsheads.</i>
1846... ..	15,020	12,361	19,961
1847... ..	10,366	11,874	18,453
1848... ..	10,477	12,811	16,119
1849... ..	13,205	12,969	16,355
1850... ..	12,556	11,459	17,452
1851... ..	10,041	12,452	15,041
1852... ..	13,293	14,574	13,760
Stock in Warehouse, 1st January, 1852 ... ..			15,041
Imports during the year 1852 ... ..			13,293
Together ... ..			28,334
Deliveries in the year 1852 ... ..			14,574
Stock in Warehouse, 1st January, 1853 ... ..			13,760

Thus we perceive that the deliveries of last year were equivalent to 8,380 tons gross in weight, and, at an average of 4d. per lb., or £25 per hogshead, *ex duty*,

£365,000 in value. The stock, 7,912 tons, value £344,000.

If we analyze the distribution of the deliveries we find them last year thus,—

<i>Deliveries.</i>	<i>Hogsheads.</i>
Home use ... ..	5,243
Ireland ... ..	3,591
Coastwise... ..	3,138
Exported ... ..	2,002
<b>Total ... ..</b>	<b>14,974</b>

Those recorded for home use comprise the deliveries to the trade in Liverpool, and all sent into the country, as to Leeds, Halifax, York, Manchester, Birmingham, Bewdley, &c. The foreign exports were made to the under-noted places :

<i>Places.</i>	<i>Hogsheads.</i>	<i>Places.</i>	<i>Hogsheads.</i>
W. Coast of Africa	1,725	Christiana ... ..	20
Holland ... ..	227	Drontheim... ..	17
Malta ... ..	134	Senegal ... ..	15
San Sebastian ...	110	Guernsey ... ..	14
Alexandria... ..	53	Liberia ... ..	10
Bahia ... ..	51	Isle of Man ... ..	54
Antwerp ... ..	44	Sundry places ...	23
Rio de Janeiro ...	39		
Gibraltar ... ..	36	<b>Total ... ..</b>	<b>2,602</b>
Draaman ... ..	31		

Of the stock at present in the warehouse there were imported in the following years :

<i>Years.</i>	<i>Hogsheads.</i>	<i>Years.</i>	<i>Hogsheads.</i>
1839 to 1847 ...	72	1851 ... ..	1,331
1848 ... ..	60	1852 ... ..	10,351
1849 ... ..	974		
1850 ... ..	972	<b>Total... ..</b>	<b>13,760</b>

But, in addition to these hogsheads of American tobacco, we received the following imports into Liverpool last year, 1852: namely,

2,800	Boxes and Kegs, Manufactured.	
2,129	Bales	} Leaf Tobacco.
139	Chests	
178	Cases	Cigars.

the weight of which amounted to nearly 400 tons, and the value £40,000. The 22 manufacturers of tobacco in Liverpool cut the leaf into what is termed shag, bird-eye, roll, cavendish, negro, and pigtail, to the extent of about 1,200 hhds., equivalent to 660 tons nett, per annum, which manufacture is afterwards distributed in the town and country in smaller casks of 2 to 5 cwt., to all parts of Great Britain.

Very few CIGARS are imported into Liverpool, as will be perceived, only 178 cases, the principal portion being sent to London. There are about half-a-dozen persons who manufacture cigars in the town of Liverpool to the extent altogether of nearly 100 tons a-year, who, with the manufacturers of cut tobacco, afford employment to upwards of 400 individuals. These cigars are smoked in the town, or forwarded into the country for sale, in small boxes, enclosed in chests of 1 to 2 cwt. This trade has much increased of late years.

SNUFF is made from the tobacco stalk alone, from the leaf alone, and from the stalk and leaf mixed, according to the kind to be produced. The purest kind of snuff is that which is known by the name of *Scotch*; it is either



made entirely of stalks, or of stalks mixed with a very small proportion of leaf. There are many kinds of snuff called *high-dried*, such as *Welch* and *Lundyfoot*, (the latter being named after a celebrated maker;) these owe their qualities chiefly to the circumstance that they are dried so much as to acquire a slight flavour of scorching. The snuff called *rappee* is made chiefly from leaf, to which is added the *smalls*, or broken fibre, of tobacco, which are too small to be smoked conveniently in a pipe. The dark colour is principally produced by wetting the powdered tobacco in a box, and allowing it to remain a considerable time, turned occasionally with a shovel; it undergoes a slight fermentation, the degree of which gives rise to the distinction between *brown* and *black rappee*.

The original quality of the leaf is as much attended to as the subsequent processes. Scotch snuff is made from the stalks of light dry leaves; whereas *rappee* and the darker snuffs are made from the darker and ranker leaves. A process of scenting has great influence also on the flavour of the snuff, since the manufacturer can introduce any kind of perfume which may please his customers. Thus *prince's* mixture, and many snuffs of higher price, owe no small part of their flavour to the kinds of scent introduced.

Nearly all the snuff made in London is ground in and near Mitcham, by the aid of the water-power furnished by the river Wandle. Our foreign imports are altogether inconsiderable.

TOBACCO PIPES are made in Liverpool by 9 makers, working 15 kilns, and employing nearly 150 individuals, one moiety being females, who pack the pipes in boxes containing 3 to 12 gross, weighing  $\frac{1}{4}$  to 1 cwt. each, for exportation to Africa, the East Indies, and China. The quantity so exported last year from Liverpool amounted to 700 tons in weight, and £15,000 in value. About 600 tons pipeclay, brought coastwise from Teignmouth, in Devonshire, is consumed annually in the manufacture. Thus we find the entire trade of tobacco, &c., in this port, amounts to 9,480 tons in weight, and £420,000 in value, *ex duty*, per annum.

## THE HIDE AND LEATHER TRADES.

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**LEATHER**, the hides or skins of animals, tanned or otherwise prepared ready for further manufacture, ranks third in importance in this kingdom, which contains upwards of 500 tanneries, although only 329 are at present in work. 360,000 persons are engaged in tanning, currying, and harness, boot, shoe, and glove making, to the extent of nearly 36,000 tons, and £18,000,000 in value.

**HIDES**, the skins of large beasts, such as the ox and cow, horse, buffalo, or bull, are designated in terms according to the state in which they are presented for conveyance. *Green* or *market* hides are those taken from the animals immediately after being killed in this country. *Raw*, *wet-salted*, *dry*, and *dry-salted* are those imported from South America, East Indies, Cape of Good Hope, &c., where the salted are tied up in bundles, weighing 40 to 80 lbs. each. *Dry* hides, such as are dried in the sun, are generally conveyed loose, but sometimes in bundles or bales. When loose they are very troublesome and expensive to carry, being so extremely light, and the porterage incurred through having to

count each one separately and repeatedly, becomes so heavy: when well packed in bales they are very eligible carriage, either for a vessel, cart, or wagon.

Hides, when tanned, tawed, curried, enamelled, or otherwise dressed, may all be called LEATHER. Tanned hides are imported loose and in bundles; other kinds in cases. Those tanned in England are termed *undressed* leather, which is chiefly used for the soles of boots and shoes, and when afterwards curried, *dressed*, for making the tops, harness, &c. A *crop* is a full hide; a *butt*, a rounded crop; a *bend*, a butt cut in two; and *offal*, the trimmings of the crops, the shoulders, bellies, shanks, heads, tails, and pieces. The skins of all animals before tanning are termed *pelts*. Undressed leather is generally conveyed in bundles, or bales, containing 5 to 10 butts, averaging 3 cwt., and ranging in value from 10d. to 1s. 3d. per lb., equivalent to from £90 to £135 per ton.

The total quantity of raw materials, hides, skins, bark, valonia, shumac, terra-japonica, divi-divi, &c., annually consumed in this country to make leather, amounts to about 230,000 tons in weight, and £4,000,000 in value.

Either of the following materials are calculated to be used in the production of a ton of leather:

<i>Article.</i>	<i>Tons.</i>	<i>Article.</i>	<i>Tons.</i>
Bark ... ..	7	Terra-japonica...	1
Shumac ... ..	3	Gambier ... ..	1
Valonia ... ..	3	Cutch ... ..	0½

The quantity of hides imported into the United Kingdom, during the last five years, was as follows :

Years ending Jan. 3,	Wet.	Dry.	Tanned.	Total.
	Tons.	Tons.	Tons.	Tons.
1849 ...	20 714	6,620	557	27 921
1850 ...	20,802	7,145	798	34,745
1851 ...	22 007	7,528	840	30 435
1852 ...	24,253	9,354	1,011	34,618
1853 ...	19,503	7,567	962	28,052

(Hide Board of Trade Returns.)

The bulk of the hides imported into the United Kingdom are from Buenos Ayres and Rio Grande. The sales effected during the last year, and the stocks held 31st December, were as follow :

In	Sales.	Stocks.
	Number.	Number.
Liverpool .. ... ..	226,262	15,854
London ... ..	286,667	42 890
Outports ... ..	183,046	2,280
Totals ... ..	696,875	61,024

In this enumeration *dry hides* are excluded, as they enter so little into our home consumption of Liverpool.

To comprehend the magnitude of this trade, however, let us record five years' imports of the other chief raw materials ; bearing in mind that 150,000 tons of English oak bark are also consumed in this kingdom yearly, in the process of our tanning, worth £750,000.

The following were the imports into the United Kingdom of tanning materials during the last five years :

<i>Years ending Jan. 5.</i>	<i>Bark.</i>	<i>Valonia.</i>	<i>Shumac.</i>	<i>Japonica.</i>	<i>Cutch.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1840... ..	17,767	10,237	9,617	5,623	1,184
1850... ..	18,287	16,671	12,590	6,851	2,173
1851... ..	19,034	12,526	12,929	4,585	1,172
1852... ..	23,045	10,639	12,025	4,788	2,436
1853... ..	20,196	13,870	9,758	3,244	2,236

(Vide Board of Trade Returns.)

Besides which there were 2,515 tons of divi-divi imported last year, 1,088 tons of myrabolams, 1,000 tons of mimosa, and cork-tree bark ; therefore, including the whole of these foreign dyes, we find an average yearly import of 50,000 tons, which, together with the hides, amount to 80,000 tons a year.

The imports of hides and tanning materials into LIVERPOOL we find recorded in various brokers' circulars as follow :

<i>Description.</i>	1848.	1849.	1850.	1851.	1852.
	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
Hides, Ox and Cow... ..	326,249	396,393	265,624	289,287	250,544
East India ... ..	191,552	206,500	286,400	218,700	96,000
Horse Hides ... ..	67,870	129,600	139,800	80,800	54,731
Seal Skins ... ..	177,600	113,300	159,000	167,600	184,000
Weight ... .. <i>Tons.</i>	9,826	12,360	9,534	9,160	7,438
Bark ... .. "	4,800	3,350	5,500	4,650	4,530
Valonia ... .. "	2,416	5,920	4,700	4,030	5,700
Shumac ... .. "	5,400	6,912	8,196	7,366	5,050
Terra-japonica } Gambier ... }	1,100	1,174	620	2,300	1,500
Cutch ... .. "	600	142	280	740	310
Divi-divi ... .. "	10	490	2,770	2,250	2,030
Totals ... .. "	24,052	40,348	31,600	30,496	26,558

The entire stock of hides and tanning materials held

in Liverpool, 31st December, 1852, did not exceed 6,000 tons in weight, and £130,000 in value.

The number of GREEN HIDES sold by auction, in the Liverpool market, last year, was 47,350, ranging in weight from  $\frac{1}{2}$  to 1 cwt., and in price 2d. to 4d. per lb.; aggregate weight, 1,775 tons, and value £50,000. Besides all these, large numbers are sold by butchers, direct to tanners, which are not recorded in any of the above returns.

OAK BARK is now brought from Shropshire, the Midland Counties of England, and elsewhere, into Liverpool, to the extent of 3,000 tons per annum, in value £15,000, in addition to the foreign imports from Belgium, Holland, Italy, Spain, &c., which we invariably find carried loose or in bulk. The value of last year's imports on 4,530 tons, amounted to £24,000. Of CORK-TREE bark only one cargo, 90 tons, was received during the last year, which sold at £6 2s. 6d. per ton, or £550.

VALONIA, the cup of an acorn received from Smyrna and the Morea, in bulk, afterwards put into bags of  $2\frac{1}{2}$  to 3 cwt., amounted in value to £76,000 for the imports into Liverpool on 5,700 tons. *Camata*, half-grown acorns, dried, and *Camatina*, incipient acorns, were also imported to the extent of 1,200 bags, 100 tons, last year.

SHUMAC, the powdered leaves of a shrub growing in Sicily, &c., imported in bags of  $1\frac{1}{2}$  cwt., amounted in value last year in Liverpool to £65,000, on 5,050 tons.

TERRA-JAPONICA, a vegetable substance, imported from Bombay and Calcutta, in baskets and barrels of

1 to 4 cwt.; and GAMBIER, a similar article, we received likewise, in baskets and bales, together, into Liverpool, last year, to the extent of 1,500 tons in weight, and £37,500 in value.

CUTCH, KUTCH, or CATECHU, another vegetable substance, is imported from Sincapore, Bombay, and Bengal, in baskets of 1 cwt., and bales 2 to 4 cwt., and amounted last year to 310 tons only, brought to Liverpool, value £7,000.

DIVI-DIVI, now an important article in tanning, in appearance resembling a dry, curled-up peashell, filled with yellow powder, and a few dark brown seeds, is imported from Maracaibo, Rio de la Hache, St. Domingo, and Savanilla, in bulk, being afterwards put into bags of  $1\frac{1}{2}$  cwt. Last year we received 2,030 tons of it into Liverpool, value £20,000.

MYRABOLAMS, the dried fruit of an Indian tree, about the size of gallnuts, are now imported from Bengal and Calcutta, in bags of  $\frac{1}{2}$  to 1 cwt. Last year the imports into Liverpool were 25,113 bags, 1,000 tons, value £10,000.

MIMOSA, the bark of a tree, occasionally imported from Australia in bulk, and afterwards put into bags of  $1\frac{1}{2}$  cwt., is brought to London and to Liverpool, but a few tons only were received here last year, as the bulk goes to London.

HORNS, horn tips, and pieces of horns of quadrupeds, are imported loose, for making handles for knives and forks, combs, toys, &c. Last year the total quantity



brought into the United Kingdom amounted to 2,742 tons: but into Liverpool the number of ox and cow horns is only recorded at 340,000, weighing about 150 tons, and in value £3,000. In addition to these, however, we received 250 tons buffalo, 7 tons deer horns, and 439 bags of horn tips, equivalent to 30 tons. Total, 437 tons, value £8,000.

BONES of animals are imported into Liverpool from Monte Video, Buenos Ayres, &c., as also from Ireland, and collected in the town itself, altogether, to the extent of 10,000 tons a-year, exceeding in value £50,000 annually, the most of which are forwarded to the interior of the country for making handles to knives and forks, or buttons; and, when calcined, for making china; when reduced to powder, for manure. BONE ASH is also thus received to the extent of 5,000 tons a-year, value £25,000; and BONE WASTE, the cuttings and shavings of horns and hoofs, from the East Indies and South America, for making prussiate of potash, about 500 tons, value £3,000.

The whole of these commodities are brought loose, and may be summed up as 16,700 tons, value £80,000, last year: namely,

<i>Description.</i>	<i>Tons.</i>	<i>Value.</i>
Foreign ... ..	3,200	£13,500
Irish... ..	6,000	28,500
English ... ..	2,000	10,000
Ash ... ..	5,000	25,000
Waste ... ..	500	3,000

HAIR of horses we receive from the River Plate and Rio Grande, into London and Liverpool, in bales of 8 cwt., bags of 2 cwt., and serons 1 cwt.; the short hair being serviceable for stuffing chair seats, cushions, sofas, &c., the long hair for weaving into seating and covering, and the middle lengths for brushmaking, in lieu of bristles. *Cowtail* hair is imported in like manner, and used for stuffing furniture in the same way as short horse hair. *Pig* hair is also brought to us, the strong back hairs or bristles being used by brushmakers and shoemakers, and the other, either alone or mixed with horse hair, for stuffing chair seats, &c.

The imports of horse hair into the United Kingdom, last year, amounted to 190 tons, and those of cow and ox 351 tons. (*Vide House of Commons Return*, 504, 1853.) The imports into Liverpool were 610 bales and 182 bags, or 264 tons, value £25,000. The stock on hand, on the 31st December, was only 81 bales and 83 bags, equal to 103 bales, which were sold immediately afterwards.

Years.	IMPORTS.		STOCKS.
	London.	Liverpool.	Liverpool, Dec. 31.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
1848 .. .. .	810	575	182
1849... .. .	1,704	1,070	254
1850... .. .	910	868	350
1851... .. .	803	960	373
1852... .. .	1,100	660	103

**HAIR of COWS, or TANNERS' WASTE**, we receive principally from Ireland, in mats and coarse wrappers, called packs, containing 12 scores, or 240 lbs., and occasionally in crates of 10 to 15 cwt., for the use of plasterers, in mixing with mortar, to make it adhere to walls. The quantity so brought last year to Liverpool, and chiefly forwarded into the country, was 1,031 tons, and £1,000 in value.

Liverpool thus furnishes raw material for tanning, not only in the town itself, and surrounding districts of Warrington, Runcorn, Chester, Manchester, &c., but onward in the south direction to Nantwich, Stafford, Kenilworth, Northampton, and London, and northward to Preston, Carlisle, Glasgow, Dundee, Arbroath, and Aberdeen; likewise westward into Ireland. And in return the manufactured articles,—boots and shoes from Northampton, Stafford, Newcastle, Stone, Nantwich, &c.; and saddlery and harness from Walsall,—are received in puncheons of 5 to 7 cwt., for shipment, chiefly to the United States, West Indies, Hanseatic Towns, British North America, and Australia. Last year these exports from Liverpool amounted to 2,000 tons, value £400,000.

The resident merchants who import hides number 26, the hide brokers, 4: there are 9 tanners, 2 skinners, or fellmongers, 40 curriers, 14 leather-sellers, and 270 boot and shoe makers in Liverpool. The extent of last year's business in the hide and leather trade, including tanning

materials, bones, horns, and hair, may be set down at 56,600 tons in weight, and £1,173,000 in value: namely,

<i>Articles.</i>	<i>Tons.</i>	<i>Value.</i>
Hides.. ... .. <i>Foreign</i>	7,438	£350,000
" .. ... .. <i>English</i>	1,775	50,000
Bark... .. "	3,000	15,000
" ... .. <i>Foreign</i>	4,530	24,000
Tanning Materials... ..	20,360	220,000
Horns .. ... ..	370	8,000
Bones, &c... ..	16,700	80,000
Hair... ..	427	26,000
Leather .. ... ..	2,000	400,000
<b>Totals ... ..</b>	<b>56,600</b>	<b>£1,173,000</b>

## THE OIL AND TALLOW TRADES.

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ANY fat, greasy, unctuous matter, being the juice obtained from animal and vegetable substances, chemists divide into two classes,—volatile, or *essential*, and thick, or *fixed* oils. There are upwards of fifty different names given to them; but of the latter kind those chiefly known in commerce are only twelve in number.

OLIVE OIL, commonly called Gallipoli oil, is imported from Gallipoli, Trieste, Malaga, &c., into Liverpool, London, Hull, &c., in casks of 8 to 18 cwt., chiefly for use in the woollen-manufactories, soaperies, and for oiling machinery. The last five years' imports, and stocks held in Liverpool 31st December each year, we find thus recorded; very little being re-exported, only 120 tons last year :

<i>Years.</i>	<i>Into United Kingdom.</i>	<i>Into Liverpool.</i>	<i>Liverpool Stocks.</i>
	<i>Tuns.</i>	<i>Tuns.</i>	<i>Tuns.</i>
1848 ... ..	10,086	4,300	700
1849 ... ..	16,945	7,300	1,800
1850 ... ..	20,783	10,000	4,400
1851 ... ..	11,503	5,100	1,900
1853 ... ..	8,898	3,600	550

*(From Board of Trade Returns and Brokers' Circulars.)*

The imports of last year were, into Hull, 1,720 tuns ; London, 1,700 ; Bristol, 790 ; Clyde, &c., 250.

There are a dozen oil-merchants and as many brokers in Liverpool, whose business in olive oil alone, last year, may be averaged at £55 per tun of 252 gallons, equivalent to £1,250,000, including the quantity brought by inland communication from Hull and London, 1,200 tuns.

PALM OIL is obtained from the west coast of Africa, in which country it is liquid, but becomes solid by the time it reaches England. We receive imports chiefly into Liverpool in casks of all shapes and sizes, from a hundredweight to a ton, for use in soap and candle making, and greasing railway carriage axles. The last five years' imports, and stocks held in Liverpool 31st December, each year, were as follow :

<i>Years.</i>	<i>Into United Kingdom.</i>	<i>Into Liverpool.</i>	<i>Liverpool Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	25,510	18,400	1,400
1849 ... ..	24,666	17,900	1,250
1850 ... ..	22,429	16,250	2,900
1851 ... ..	30,427	23,800	5,300
1852 ... ..	26,167	19,950	3,500

*(Vide Board of Trade Returns and Brokers' Circulars.)*

The value of last year's business in Liverpool may be taken at an average price of £30 per ton, equal to £600,000. The re-exports were 5,474 tons, including 1,030 tons to Ireland.

From a circular of one of the African produce brokers we extract the business of last year :

<i>Importers.</i>	<i>Vessels.</i>	<i>Tons.</i>
C. Horsfall and Sons ... ..	14	4,964
J. Harrison and Co... ..	6	2,421
Wilson and Dawson.. ... ..	5	2,031
Hatton and Co... ..	9	1,874
T. Tobin and Son ... ..	4	1,530
Tyson, Arnold, and Co... ..	2	1,517
Stewart and Douglas ... ..	3	1,202
R. and G. Benn ... ..	2	1,110
J. Lilly and Co... ..	3	589
Rotherham and Maxwell.. ... ..	1	580
A. Asbhall.. ... ..	1	420
Duncan Gibb ... ..	1	377
R. Hemingway... ..	2	318
J. Pender and Co. ... ..	2	270
Indirect ... ..	2	249
J. Bigham... ..	1	160
Willis and Co.... ..	1	139
Lucas and Co... ..	1	108
Leononi ... ..	1	80
<b>Totals ... ..</b>	<b>61</b>	<b>19,950</b>

This oil is not only in part used in the town and neighbourhood, but a large portion is sent to the soap and candle manufacturers of London, Birmingham, Wakefield, Newcastle, &c.

COCOANUT OIL is imported from Manilla and Ceylon, in casks of 6 to 8 cwt., and in tanks, for use in the manufacture of candles and soap. London is the chief market, but Liverpool also receives small supplies; last year they reached 157 hhds., about 60 tons, which averaged in value £2,000. The total imports into the United Kingdom amounted to 5,093 tons.

TRAIN, BLUBBER, and SPERMACEI are imported in casks of all sizes, chiefly into Aberdeen, Leith, Newcastle, Hull, and London, very little coming to Liverpool

direct. The last year's imports into the United Kingdom appear to have been of train, or blubber, 14,500 tuns; spermaceti, 5,518: total, 20,018.

SEAL OIL is brought usually in casks of 5 to 10 cwt., from Newfoundland, for use in the arts.

COD OIL is also imported from Newfoundland, in hogsheads and half-hogsheads, of 30 to 80 gallons, for the use of curriers and others.

COD-LIVER OIL we receive generally in tins, of 4 gallons each, for medicinal purposes.

The total imports of fish oil into Liverpool, last year, were, of cod and seal 10,849 casks, and of other fish 1,332, together 12,181 casks, containing 4,568 tuns, value £160,000. The re-exports were 304 tuns. The quantities imported into London, last year, were, in the aggregate, 16,939; Leith, &c., 6,653; Bristol, 2,239; and Hull, 483 casks.

SEED OILS, of various kinds, are imported into the United Kingdom, and those not otherwise described amounted, last year, to 1,465 tuns, of which 525 tuns were brought into Liverpool, value £17,000, their uses being applied to cloth dressing, in lieu of olive oil, and for burning in lamps. TEEL OIL is occasionally, but very seldom, brought from the Levant, in small tins, and the seed, for crushing, in bulk or in bags; but of the latter received here last year the returns are included with those of rapeseed. SESAMUM is another name for TEEL.\* (*See Sesamum Seed, page 119.*)

\* *Vide Popular Economic Botany, by T. C. Archer, Esq., page 266.*



**LINSEED OIL** is crushed at four mills in Liverpool, from the seed of flax, rape, &c., to the extent of 8,000 tuns a-year, value £210,000, which is nearly all exported to the United States of America, in casks of 10 cwt., for the use of painters. 100 tuns were imported into the United Kingdom last year, of which 926 cases, 60 tuns, value £2,000, came direct to Liverpool.

**RAPE OIL** is imported from France and Germany, into London and Hull. Last year 7,659 tuns were altogether received, (*Vide H. C. Return, No. 504, Session 1853,*) but very little came to Liverpool, (though it is now on the increase,) as we produce our own oil from the seed.

**CASTOR OIL** is imported from Calcutta, in hogsheads and barrels, and in small tin boxes, soldered together and packed in cases of about 2 cwt., for medicinal purposes. The quantity imported into the United Kingdom amounted, last year, to 1,526 tons, and Liverpool sold upwards of 360 tons of it, value £14,000; namely, 2,843 cases, and 100 hhds.

**LARD OIL** is occasionally imported into London and Liverpool from the United States, in casks of various sizes, for use in lamp burning, oiling machinery, and generally as a substitute for olive and other oils. It is now manufactured by one or two houses in Liverpool to the extent of about 400 tons a-year, value £20,000.

**CHEMICAL, ESSENTIAL, and PERFUMED OILS** are received in small copper cylinders, packed in cases, from

France, the Mediterranean, East Indies, &c., chiefly into London, but also into Liverpool, Southampton, &c., altogether to the extent of about 400 tons annually. Liverpool received 150 tons last year, value £10,000, including perfumery.

FLAXSEED, or LINSEED, is imported from Russia, and other northern countries, the south of Europe, East Indies, and North America, principally into Hull, London, Liverpool, and Belfast. Crushing seed is brought in bulk, or in bags of  $3\frac{1}{2}$  bushels, about 2 cwt. nett, for making oil, when it is commonly called *linseed*. Sowing seed comes in barrels of  $3\frac{1}{2}$  bushels, 2 cwt. nett, or tierces of 7 bushels, 4 cwt. nett, when it is usually termed *flaxseed*, and is used for sowing and growing into flax in this country. From the East Indies we receive it in bags and in pockets of various sizes, from  $\frac{1}{4}$  to 1 cwt.

The imports into the United Kingdom, last year, amounted to 799,401 qrs., or 159,880 tons, of which 59,600 tons were sent to Hull, 37,362 tons to London, and 12,940 tons to Liverpool, the latter being brought from the following parts of the world:

<i>Places.</i>	<i>Quarters.</i>	<i>Tons.</i>
India, &c. ... ..	40,828	8,165
South of Europe... ..	15,466	3,093
North of Europe... ..	4,039	808
United States ... ..	3,046	609
Ireland... ..	1,325	265
Totals ... ..	64,704	12,940

The re-exports are trivial from Liverpool, 2,000 qrs., equal to 400 tons, to Ireland, last year; and the stock, 31st December last, was estimated at 25,400 qrs., or 5,080 tons, value £63,500. The total value of our imports appear to have been £160,000.\*

RAPESEED is brought from the East Indies, Denmark, the Black Sea, &c., into Hull, London, and Liverpool, for crushing into oil. The imports into the United Kingdom, last year, were comparatively very large, 146,230 qrs., or 29,246 tons, of which 21,078 bags and 5,328 pockets came direct to Liverpool, weight 2,350 tons, value £23,000.

SESAMUM SEED, called also TEELSEED, is scarcely worth recording, as only 211 qrs., or 42 tons, altogether, were brought from the East Indies, Levant, &c., into the United Kingdom, last year, of which a very small portion came here.

OIL SEED CAKES, called also OIL CAKE, LINSEED CAKE, and RAPE CAKE, are imported largely into Hull, London, Liverpool, &c., from the northern ports of Europe and the United States of America, for feeding and fattening cattle and sheep, it being the residuum of crushed linseed, or flaxseed, rape, and other seeds producing oil. The cakes are generally brought loose, and the imports are decreasing, owing to the manufacture in England being greatly improved and increasing.

The last five years' imports into the United Kingdom and Liverpool appear as follows :

\* *White Party Paper, No 504, Session 1853, and Murray's Liverpool Gazette*

<i>Years.</i>	<i>United Kingdom.</i>	<i>Liverpool.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	73,029	2,263
1849 ... ..	59,462	2,811
1850 ... ..	65,055	916
1851 ... ..	55,076	800
1852 ... ..	53,938	1,673

(*Vide Board of Trade Returns and Brokers' Circulars.*)

The stock held in this port, 31st December last, was 400 tons, value £3,200.

In Liverpool there are four mills, now making, out of 100,000 qrs. of seed, about 13,500 tons of oil cake yearly, value £108,000, which is nearly all forwarded into the interior of England.

TALLOW, animal fat melted, is used in commerce principally for making soap and candles, and dressing leather. Our home production is the most important, but we receive supplies from Russia, North and South America, Australia, &c., chiefly into London, Liverpool, Hull, and Newcastle, in casks of 5 to 10 cwt. VEGETABLE TALLOW has recently been imported from Sincapore, in smaller casks and cases, of 4 to 5 cwt., altogether last year 105 tons. The imports of TALLOW during the last five years are thus recorded, and the stocks held in Liverpool, 31st December, each year :

<i>Years.</i>	<i>United Kingdom.</i>	<i>Liverpool.</i>	<i>Liverpool Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 .. ..	71,918	14,960	2,660
1849 ... ..	73,281	20,110	5,340
1850 ... ..	62,089	19,250	5,012
1851 ... ..	61,053	12,820	4,580
1852 ... ..	52,464	14,500	3,160

(*Vide Board of Trade Returns and Brokers' Circulars.*)

The re-exports of tallow from Liverpool, last year, principally to Ireland, amounted to 634 tons.

These diminished receipts are probably owing to the extension of gasworks, and the more general use of gas, in lieu of candles, throughout the kingdom. The value of the business in tallow, last year, exclusive of home products, in Liverpool, appears to have been £650,000.

In Liverpool there are sixteen soaperies, at Runcorn two, and at Warrington one, and these nineteen works produce nearly one-third of the entire quantity of SOAP made in Great Britain, according to the last Parliamentary Return, No. 428; Session 1852, for the year ending 5th January: namely,

<i>In</i>	<i>Tons.</i>
Liverpool ... ..	21,161
Runcorn.. ... ..	5,262
Warrington ... ..	2,290
Total ... ..	28,713

The Manchester, Bolton, St. Helens, and Chester soapboilers sell nearly the whole of their productions in the manufacturing districts; but the Liverpool soap-makers, in addition to supplying the interior of this country, export largely to Ireland, and foreign parts. Their business, last year, has been thus estimated :

<i>Places.</i>	<i>Tons.</i>
Consumption of the town, averaging 9lbs. per head	1,800
Foreign Exports ... ..	4,709
To Ireland.. ... ..	3,724
To the Interior of England ... ..	10,928
Total... ..	21,161

Hard soap is packed in chests of 4 cwt., boxes 2 cwt.,

and half-boxes 1 cwt. each: soft soap is put into kegs and barrels of  $\frac{1}{2}$  to 1 cwt. CANDLES made of tallow are packed in boxes of  $1\frac{1}{2}$  cwt. generally, but sometimes  $1\frac{3}{4}$ . There are 40 tallow-chandlers in Liverpool, 25 of whom manufacture candles.

The imports of foreign soap, usually scented, are trivial, scarcely 10 tons a-year. The total weight and value of the soap and candle trade of Liverpool, last year, as above, may be set down at 30,000 tons in weight and £1,250,000 in value.

But in our calculations commercially, having regard to the imports and exports only, together with the quantities forwarded into the interior of the country from Liverpool alone; and having already stated the value of the raw material, we must add only £10 per ton for the rest of the manufacture on 20,000 tons,—£200,000.

The Excise duty on soap having been repealed 5th July, 1853, probably we shall never again be able to record the statistics of this trade.

TURPENTINE, *common*,—a resin imported from Wilmington, North Carolina, and New York, into Liverpool and London, in barrels of 2 to 3 cwt., for distillation into spirit, which is largely consumed by house-painters and others. The imports have been as follow:

Years.	Imports into	Imports into	Stocks in
	United Kingdom.	Liverpool.	Liverpool.
	Tons.	Tons.	Tons.
1848 ... ..	20,089	6,525	2,125
1849 ... ..	20,660	6,412	1,350
1850 ... ..	21,731	7,700	938
1851 ... ..	21,740	6,812	750
1852 ... ..	24,080	6,188	625

(Vide Board of Trade Returns and Brokers' Circulars.)

Our American and French friends, however, have recently been distilling it themselves, and supplying us also with the oil, or spirits, of turpentine, namely, 632 tons last year.

**SPIRITS OF TURPENTINE**, the essential oil produced by distillation from raw or common turpentine, is manufactured in this country to the extent of 16,000 tons per annum. There are six distilleries in Liverpool, producing, on an average, 1,700 tons a-year, value £70,000, which production is distributed to almost every town in the kingdom, for the use of house-painters, coach-builders, &c., chiefly in mixing with paints, in making varnishes, &c. The imports into Liverpool, last year, amounted to 1,246 barrels and 20 puncheons, weighing 170 tons, value £7,000.

**ROSIN, or RESIN**, the residuum of common raw turpentine, is imported from the United States in barrels of 2 $\frac{3}{4}$  cwt., principally into Liverpool and London, for the use of soapmakers and grease-manufacturers: it is likewise made at the turpentine distilleries in England and elsewhere. The imports last year into the United Kingdom were altogether 13,662 tons, and into Liverpool alone 74,655 barrels, or 7,465 tons, value £38,000.

The half-dozen distillers in Liverpool produce about 4,000 tons a-year, value £20,000, which is mostly sold to the soapboilers in this district, and, therefore, belongs to the trade or manufacture of the town, rather than to that which may be considered as its dock commerce.

PITCH is also manufactured in Great Britain at the principal seaports, as London, Liverpool, Glasgow, and Hull, but altogether to an inconsiderable extent.



## THE HEMP AND FLAX TRADES.

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FLAX is found in all countries growing wild. In Russia it is cultivated to a great extent, with the greatest possible care. Prussia, Holland, and Belgium, produce it also in a lesser degree. In St. Petersburg it is usually made up in bobbins, or small bundles of 6, 9, or 12 heads, which represent the lowest, middle, and best qualities: in that state it is generally shipped to us.

In Ireland, England, and some parts of Scotland flax is cultivated rather extensively; altogether on 120,000 acres of land, which produced 30,000 tons last year, according to the estimates, which, including the import of 70,000 tons, presents an aggregate weight of 100,000 tons, in value £3,750,000.

The imports of last year into the United Kingdom may be considered an average of the last five years, namely, 70,113 tons, which include about 3,500 tons of CODILLA, or Tow, annually imported, being the refuse, or part knocked out of hemp and flax in cleaning it. Hull, and other ports on the east coast, are the chief recipients of foreign flax: that which is brought from Rotterdam to Liverpool is merely in transit to Belfast, and that which we receive here from Ireland is mostly forwarded to Leeds, Newcastle, and Dundee, there to be manufactured into linen thread or yarn. Liverpool is not a

market for flax, there being seldom or never a bale sold in it; whereas Hull imported nearly 15,000 tons last year direct.

The imports into the United Kingdom, during the last five years, we find thus recorded :

<i>Year.</i>	<i>Tons.</i>	<i>Year.</i>	<i>Tons.</i>
1848 ... ..	73,183	1851 ... ..	59,709
1849 ... ..	90,339	1852 ... ..	70,113
1850 ... ..	91,078		

(Vide Board of Trade Returns.)

Last year the imports of FLAX into this port appear recorded in Myers's *Mercantile Gazette*, from which, and other sources, the following particulars have been carefully ascertained :

<i>From</i>	<i>Bales, &amp;c.</i>	<i>Tons.</i>
Ireland ... ..	6,554	820
Holland ... ..	4,405	440
Mediterranean ... ..	1,226	160
France ... ..	151	20
New South Wales ... ..	71	10
<b>Total ... ..</b>	<b>12,407</b>	<b>1,450</b>

Of the quantity brought from Holland 1,480 bales, 150 tons, were Tow. The aggregate value was £50,000.

HEMP, the fibre of the stalks of a coarse growing plant, imported from Russia, the East Indies, and Italy, into London, Liverpool, Hull, &c., for service in the manufacture of cordage, sailcloth, towelling, &c., in bales of 2 to 4 cwt., and bundles tied at one end. A bundle of clean Russian hemp weighs 55 to 65 poods, outshot 48 to 55, and half-clean 40 to 45; a pood being 36 lbs.,

or 63 to the ton. The imports of hemp of all sorts into the United Kingdom, although not so great as those of flax, average above a thousand tons weekly : namely,

Year.	Tons.	Year.	Tons.
1848 ... ..	42,288	1851 ... ..	65,074
1849 ... ..	53,063	1852 ... ..	53,847
1850 ... ..	52,432		

(Fide Board of Trade Returns.)

In Liverpool this trade appears to be completely separated by the Russian and East India brokers, who keep distinct accounts of each description, thus: Imports and stocks of Russian hemp, in London and in Liverpool, for four years, from St. Petersburg and Riga :

IMPORTS.		Years.	STOCK.	
London.	Liverpool.		London.	Liverpool.
<i>Tons.</i>	<i>Tons.</i>		<i>Tons.</i>	<i>Tons.</i>
6,076	5,057	1849	3,209	1,175
6,965	6,082	1850	4,170	2,125
6,709	5,161	1851	4,450	1,941
6,105	4,849	1852	2,979	617

(Fide Circulars J. A. Doucke.)

The imports of East India hemp into Liverpool, during the year 1852, were as under :

Description.	Bales.	Bundles.	Tons.
Sunn ... ..	618	—	—
Manilla ... ..	4,100	121	—
Bombay ... ..	1,035	2,996	40
Total Number ...	5,753	3,117	40
Total Tons... ..	950	40	40

(Fide Circular T, and H. Littlehale and Co.)

But these are only partial statements. The entire import of Baltic hemp into Liverpool is now about 7,000 tons a year; and from the East Indies, Africa, the Mediterranean, and North America, 3,000: altogether 10,000 tons a year, in value £350,000, exclusive of Jute. The re-exports last year amounted to 617 tons. Liverpool now receives nearly as much hemp as London, but the imports into Hull have lately fallen off considerably.

JUTE, a vegetable fibre, produced from a species of plant totally dissimilar to ordinary hemp, is imported from Calcutta and Bombay into London and Liverpool, whence it is conveyed chiefly to Dundee for manufacture into bagging, sacking, cordage, matting, &c. It is packed without covering into bales, averaging 2 cwt. 2 qrs. 18 lbs. each, or  $7\frac{1}{2}$  bales to the ton.

The imports of the last five years show the following result :

Years.	IMPORTS.		STOCKS.
	United Kingdom.	Liverpool.	Liverpool.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	13,506	7,460	266
1849 ... ..	20,566	8,400	932
1850 ... ..	19,186	11,132	2,666
1851 ... ..	28,066	12,066	2,400
1852 ... ..	19,480	8,580	4,066

(Vide Board of Trade Returns and Brokers' Circulars.)

The imports of jute into England, during the present year, will be comparatively small, probably not exceeding 120,000 bales. The value of last year's business in Liverpool in this article was £130,000, and it appears to

be fast approaching that of London. Upwards of 6,000 tons were forwarded to Dundee alone.

COIR yarn, made from the fibres of cocoanut husks, and from which good strong cordage is manufactured, also matting, and a variety of such like useful articles, we receive from Ceylon, Bombay, &c., chiefly into London and Liverpool, in bales, bundles, coils, and pieces, of  $\frac{1}{2}$  to 4 cwt. each. The weight and value of last year's imports of coir rope, twine, and strands, into the United Kingdom, amounted to 18,825 tons, and junk 369, of which came direct into Liverpool 7,014 bundles, or 700 tons, value £12,000.

BAGGING, commonly called cotton bagging, is made at Dundee, of jute, old ropes, and other coarse stuffs, chiefly for the purpose of bagging cotton in the United States, whither it is exported, *via* Liverpool, either in single pieces of 1 cwt., or in bales of 10 to 12 cwt. It is a fluctuating article, almost wholly dependant on the hemp crop of America, and yield of cotton there. In one year we may manufacture 5,000 tons, and several years afterwards scarcely a single piece, for export. Last year we had a fair average business.

CANVAS and SACKING, also made at Dundee, chiefly for home consumption, but likewise for exportation, from hemp, tow, and jute, are principally for sacking and bagging grain, flour, hops, coal, salt, nails, chains, &c., and for ships' sails.

OSNABURGS, coarse linen, chiefly manufactured at Dundee, of flax and tow, for negro clothing, packed in

bales of 5 to 6 cwt., is exported to the United States, East and West Indies; and the quantities sent through Liverpool are included with those of sacking and bagging, the whole of which, last year, from Dundee alone, amounted to 11,500 tons, value £785,000.

LINEN, thin cloth made of the threads of hemp or flax, is extensively manufactured at, and in the district of, Dundee and Belfast, also in Yorkshire, from the coarsest sacking to the finest cambric handkerchief: it is packed in boxes and bales of 3 to 10 cwt., both for home use and exportation.

The total quantity of linen-manufacture, yarn, thread, tapes, and smallwares, brought from Dundee, Belfast, and elsewhere, to Liverpool, last year, and exported to the United States, West Indies, Brazils, Hanseatic Towns, &c., amounted to 25,000 tons in weight, and £3,350,000 in value.

There are half-a-dozen linen-merchants in Liverpool, and nearly 100 linen-drapers.

CORDAGE, the general term for all sorts of cords, ropes, lines, ships' rigging, &c., is manufactured from hemp, at roperies in all parts of the kingdom, especially London, Liverpool, Greenock, Belfast, Hull, Sunderland, &c. There are in Liverpool and the environs eleven ropers, who manufacture, on an average, in the aggregate, 4,000 tons of cordage per annum, and the quantity exported by them last year to all parts of the world, but chiefly to British North America, amounted to 1,500 tons, and £80,000 in value. The total manufacture is valued at £200,000.

TAR, a liquid extracted, by combustion, from pine trees, in Russia, Sweden, and North America, is imported from Archangel, Stockholm, and North Carolina, into London, Liverpool, Hull, &c., in barrels of  $2\frac{1}{4}$  to  $3\frac{1}{4}$  cwt., for use in the manufacture of cordage, pitch, coating the outside planking and rigging of vessels, sheep-smearing, &c. Another kind is also produced in this country from the distillation of coal, called gas tar, used for other purposes, but it does not enter into the commerce of Liverpool.

The imports of tar, during the last five years, we find recorded thus :

Years.	IMPORTS.		STOCKS.
	United Kingdom.	Liverpool.	Liverpool.
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	24,000	4,428	714
1849 ... ..	30,000	8,123	1,430
1850 ... ..	24,000	5,853	857
1851 ... ..	31,000	4,286	786
1852 ... ..	25,000	5,043	714

The re-exports are trivial from Liverpool, only 280 tons, chiefly to Ireland.

PITCH, the resin of pine, extracted by fire and inspissation, or the residuum of boiled tar, is principally imported from the United States, in barrels of  $2\frac{3}{4}$  cwt., and occasionally from Russia, in barrels of  $3\frac{1}{2}$  cwt., for use in shipbuilding and other purposes: altogether, last year, however, to the extent of only 348 tons. The returns are generally included with those of tar.

OAKUM is the substance to which all ropes are reduced when untwisted, loosened, and drawn asunder, and is principally used in caulking the seams, bends, and treenails of ships. It is prepared by poor persons, and by gaol prisoners. The price is governed by the quality of the rope, but may be averaged now at £20 per ton.

The average annual consumption, by the shipbuilders and shipwrights of Liverpool, is about 800 tons, in addition to which the quantity sold by the shiphandlers for the use of vessels during the voyage, and the shipments to North America, amount to about 600 tons, making altogether a total of 1,400 tons, value £28,000.



## THE DYEWOODS AND DYE TRADES.

DYEWOODS, a mercantile term applied to all kinds of wood from which colours are produced by extraction, are imported from each quarter of the globe, but chiefly from the West Indies, Brazil, and the west coast of Africa, in loose pieces, varying in size and weight from 10 lbs. to 2 cwt. each piece.

Previously to being used, dyewoods are cut, ground, and packed in hogsheads of 10 to 12 cwt. each, and in bags of 1 to 3 cwt., for the purpose of dyeing cotton, woollen, and silk goods.

The imports, &c., into the United Kingdom, during the year 1852, were as follow :

<i>Description.</i>	<i>Imports.</i>	<i>Re-exports.</i>
	<i>Tons.</i>	<i>Tons.</i>
Logwood ... ..	19,668	2,225
Fustic ... ..	5,420	753
Nicaragua ... ..	2,860	1,080
Barwood ... ..	1,686	118
Sapan ... ..	978	395
Red Sanders ... ..	861	552
Camwood... ..	538	21
Brazil ... ..	152	230
Brazilletto ... ..	65	15
Santa Maria ... ..	24	3
<b>Total</b> ... ..	<b>32,352</b>	<b>5,102</b>

*(Vide Parly Paper, No. 504, Session 1853.)*

Lima wood, or peach wood, is a variety of the Nicaragua; and bookum, or bukkum wood, different names given occasionally to sapanwood. Young fustic and Zante fustic are synonymous terms. The re-exports of logwood from England are chiefly made to the north of Europe. London exported, of all sorts, last year, 1,920 tons, and Liverpool 2,350 tons.

The imports of last year into Liverpool, London, and the Clyde were as undernoted :

<i>Description.</i>	<i>Liverpool.</i>	<i>London.</i>	<i>Clyde.</i>	<i>Stocks in Liverpool.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
Logwood ... ..	11,173	4,306	2,042	2,250
Fustic ... ..	3,053	1,864	310	910
Nicaragua ... ..	1,678	1,080	10	600
Barwood... ..	1,380	50	250	750
Sapanwood ... ..	193	624	160	380
Red Sanders ... ..	30	828	—	—
Camwood ... ..	247	217	74	—
Brazil ... ..	27	135	—	—
Braziletto ... ..	—	55	—	—
Santa Maria ... ..	9	15	—	—
Total... ..	17,790	9,264	2,846	4,890

An estimate of the Liverpool business in dyewoods last year may be taken at an aggregated value of £100,000. The freights have recently been so high as, in many instances, to be equal to the value of the woods and stop transactions; and a still further decrease may be anticipated in this branch of commerce, so far as regards the weight, owing to the essential parts being now extracted, concentrated, and imported in a liquid form, thus avoiding the expense of freightage of the raw material.

**MADDER-ROOTS, and MADDER,** a plant much grown in Zealand, (Holland,) in the south of France, Italy, and Turkey, the roots of which have the properties of dyeing red, we receive chiefly into Liverpool and London, in bales of 3 to 9 cwt., and when ground in casks of 12 to 20 cwt., being then reduced to a powder, and ready for use.

This being an important branch of our business, we will record the imports for the last five years into the United Kingdom, and then note the imports and stocks in Liverpool. Imports into the United Kingdom:

<i>Years.</i>	<i>Madder Roots.</i>	<i>Madders.</i>	<i>Garancins.</i>	<i>Total.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	6,973	4,063	572	11,608
1849 ... ..	8,090	4,705	533	13,427
1850 ... ..	8,081	5,012	524	13,617
1851 ... ..	10,105	4,646	469	15,220
1852 ... ..	8,991	4,219	679	13,889

(Vide Board of Trade Returns.)

**GARANCINE,** imported into Liverpool, in large casks of 15 to 20 cwt., for use of calico-printers and dyers, in Manchester, Glasgow, &c. Imports into Liverpool:

<i>Years.</i>	<i>Madder Roots.</i>	<i>Madders.</i>	<i>Garancins.</i>	<i>Total.</i>	<i>Stocks in Liverpool, Dec. 31.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ...	5,450	2,430	572	8,452	940
1849 ...	5,200	2,300	533	8,093	600
1850 ...	6,630	3,070	524	10,224	400
1851 ...	7,520	3,020	469	11,009	1,280
1852 ...	7,070	2,890	679	10,639	600

(Vide Brokers' Circulars.)

The re-exports of madder from Liverpool, last year, were 76 tons, and of madder-roots a ton.

MUNJEET, a specie of madder, imported from Bengal and Calcutta, 50 to 60 tons per annum, into London and Liverpool, in pockets of 3 lbs. each, and in bales of 4 cwt., like Surat cotton. We received 176 bales last year in Liverpool: 35 tons, value £1,200.

LAC, LACDYE, SHELLAC, sticlac, seedlac, laclake, and gumlac, are all names given in different states to an odorous resin, produced chiefly in the Bengal district, which imparts a fine red dye, and furnishes a substitute, in some respects, for cochineal; it is also used in the manufacture of hats, sealing-wax, and varnish for tin-ware, termed *lacquering*. LACDYE and SHELLAC are the two principal descriptions known in commerce, and one-half of the entire imports into England, which are in bags and chests of 1 to 3 cwt., are re-exported to the northern continent of Europe.

The last year's business of the United Kingdom in lac will be sufficient to quote for our purpose :

<i>Description.</i>	<i>Imported.</i>	<i>Re-exported.</i>
	<i>Tons.</i>	<i>Tons.</i>
Lacdye ... ..	881	347
Shellac ... ..	817	474
Sticlac ... ..	152	139
Seedlac....	20	30
<b>Totals ... ..</b>	<b>1,870</b>	<b>990</b>

(Vide H. C. Returns, No. 504, Session 1855.)

The imports into Liverpool, during the last five years, were as follow :

Years.	IMPORTS.		STOCKS.	
	Shellac.	Lacdye.	Shellac.	Lacdye.
	Tons.	Tons.	Tons.	Tons.
1848.. ... ..	482	29	187	31
1849.. ... ..	64	98	81	16
1850.. ... ..	335	148	112	50
1851.. ... ..	404	39	100	25
1852.. ... ..	118	100	62	44

(Vide Circular General Brokers.)

The re-exports of *shellac* were 553 chests hence last year, and of *lacdye* 16: total, 57 tons.

INDIGO: Under this name a curious extract, made from the leaves and stalks of the indigo plant, is imported from Bengal, Madras, Calcutta, &c., into London and Liverpool, in chests of  $2\frac{1}{4}$  to  $2\frac{3}{4}$  cwt., and serons 1 to  $1\frac{1}{2}$  cwt., for use in dyeing a blue colour; but, of the entire supplies brought to us, above three-quarters are re-exported to Russia, the Hanseatic Towns, Holland, Belgium, &c.

The last five years' transactions in the United Kingdom appear as follows:

IMPORTS INTO THE UNITED KINGDOM.		
Years.	Imported.	Re-exported.
	Tons.	Tons.
1848 ... ..	2,056	2,504
1849 ... ..	4,072	3,458
1850 ... ..	3,524	2,705
1851 ... ..	4,497	3,556
1852 ... ..	4,178	3,360

(Vide Board of Trade Returns.)

IMPORTS INTO LIVERPOOL.		
<i>Years.</i>	<i>Imported.</i>	<i>Stocks, 31st Dec.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	102	63
1849 ... ..	78	19
1850 ... ..	64	3
1851 ... ..	220	5
1852 ... ..	91	None

(*Vide Circular of General Brokers.*)

This shows that the indigo trade has almost entirely left Liverpool, and is now concentrated in London. The re-exports hence last year amounted to 180 tons.

COCHINEAL, a small insect, about 70,000 in a pound, detached with a blunt knife from the plants on which they feed, then killed by immersion in boiling water, dried in the sun, put into serons of  $1\frac{1}{2}$  to 2 cwt., and imported from Honduras, Mexico, and Teneriffe, into London, for use in dyeing scarlet and crimson colours. It is often afterwards garbled, repacked in linen bags, and put into chests of 1 to 2 cwt. Liverpool appears to have lost the most of this trade, as there were only 120 serons and 40 chests brought here last year, 12 tons, value £5,000. The total imports of the United Kingdom, nearly all into London, last year amounted to 1,110 tons, and the re-exports to the north of Europe 450 tons.—*Vide H. C. Returns, No. 504, Sess. 1853.*

TURMERIC, the root of a plant growing in the East Indies and China, is imported from Bengal, Madras, Java, &c., into London and Liverpool, in pockets and

bags of  $\frac{1}{2}$  to 1 cwt., for use in dyeing a yellow colour. The total imports last year into the United Kingdom amounted to 1,251 tons, and the re-exports 682 tons. London is the chief market. The imports into Liverpool were only 3,595 bags and pockets, 150 tons, value £1,800.

**SAFFLOWER**, the flower of a plant imported from Bengal and Bombay, generally into London, and occasionally to Liverpool, in small bales of about  $1\frac{1}{2}$  cwt., is used for dyeing silks and cottons; but the imports of 75 bales only into Liverpool appear recorded last year, about 6 tons, value £500. Saffron is procured at Saffron Walden and Glazenwood, in Cambridgeshire. One ton only was imported last year, into the United Kingdom, from Spain or Sicily.

**ORCHELLA**, **ORCHILLO**, *archil*, or *orchil*, a weed imported from Oporto, Lisbon, the Cape de Verd Islands, and Lima, in bales of 3 to 4 cwt., for the use of dyers in affording a purple tint, was brought last year to the extent of 1,000 tons into the United Kingdom, of which 2,814 bales appear to have been received in Liverpool, weighing 250 tons, value £10,000.

**DRAGONS BLOOD**, and some other articles used in dyeing, appear with prices quoted in some of the Liverpool brokers' circulars, but we do not find any imports here, otherwise than of a trivial character, as the chief supplies are received from London.

**YELLOW BERRIES**, called also *Persian berries*, are imported from Smyrna and the Levant, in bales of  $3\frac{1}{2}$  cwt.,

for the use of calico-printers in dyeing a yellow colour, were brought to the extent of 262 tons into the United Kingdom last year, of which 850 bales, 144 tons, came direct to Liverpool, value £6,000.

QUERCITRON BARK, the under-bark of a tree, crushed, is imported from the United States in very large hogsheads of 10 to 20 cwt., and bags  $1\frac{1}{2}$  to 2 cwt. It is chiefly used for dyeing a yellow colour. The accounts of it in the Custom-house are mixed together with those for tanning and dyeing, but the imports into Liverpool last year appear to have been 1,100 hogsheads and 7,574 bags, 1,450 tons, value £14,000; and the re-exports 280 tons.



## THE DRYSALTERY AND DRUG TRADES.

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NITRATE of POTASH, a saline production, being a natural effervescence found on the surface of the soil in India, obtained by lixivium, is packed in bags of about 2 cwt., and imported from Calcutta, Madras, and Bombay, chiefly into London and Liverpool. It forms the principal ingredient in the manufacture of gunpowder, and is otherwise chemically used.

CUBIC NITRE, or NITRATE of SODA, South American saltpetre, is classified in the Government returns with East India saltpetre; therefore, we must treat the whole together in the first instance.

The imports of saltpetre, &c., into the United Kingdom, were recorded as under :

<i>Years.</i>		<i>Tons.</i>	<i>Years.</i>		<i>Tons.</i>
1848	... ..	25,503	1851	... ..	23,250
1849	... ..	28,320	1852	... ..	28,056
1850	... ..	20,450			

*(Vide Board of Trade Returns)*

The re-exports from Liverpool last year were 1,116 tons.

The imports of NITRATE of POTASH, or SALTPETRE, into London and Liverpool, and stocks 31st December, each year, were as follow :

Years.	LONDON.		LIVERPOOL.	
	Imports.	Stocks.	Imports.	Stocks.
1848 ... ..	<i>Tons.</i> 11,034	<i>Tons.</i> 1,794	<i>Tons.</i> 5,400	<i>Tons.</i> 350
1849 ... ..	10,082	3,102	4,060	620
1850 ... ..	10,294	2,489	3,560	960
1851 ... ..	8,842	3,270	3,707	791
1852 ... ..	11,396	3,525	2,320	137

The imports of CUBIC NITRE, or nitrate of soda, into London and Liverpool, and stocks 31st December, each year, were as follow :

Years.	LONDON.		LIVERPOOL.	
	Imports.	Stocks.	Imports.	Stocks.
1848 ... ..	<i>Tons.</i> 1,970	<i>Tons.</i> 1,040	<i>Tons.</i> 7,760	<i>Tons.</i> 6,800
1849 ... ..	6,730	2,450	6,830	4,450
1850 ... ..	3,894	2,030	7,860	3,700
1851 ... ..	3,650	1,194	8,070	1,950
1852 ... ..	2,467	78	9,140	1,500

(Furnished by H. I. Hampshire, Esq.)

There are 24 gunpowder mills, situate in remote parts of the kingdom, which consume this supply of saltpetre and cubic nitre, the weight and value of which, imported into Liverpool last year, appears to have been 11,460 tons, and £180,000.

GUNPOWDER is extensively used at home in the excavation of railways, quarries, and mines of every description, such as copper, lead, coal, iron, tin, &c., and in sporting ; besides which, large quantities are exported

to Africa, Singapore, Australia, North America, West Indies, and the Brazils. It is ordinarily put into small barrels of 100lbs. each nett, and deposited for safety in a vessel moored in the river, from which the exports and ships' stores are procured. The deliveries from these magazines average 45,000 barrels annually, value £100,000, one-half of which are exported, and principally to the west coast of Africa. The last five years' deliveries were as follow :

<i>Years.</i>		<i>Barrels.</i>	<i>Years.</i>		<i>Barrels.</i>
1848	... ..	43,000	1851	... ..	49,000
1849	... ..	42,000	1852	... ..	41,000
1850	... ..	48,000			

Ships' stores are not all included in the Customs' Bill of Entry, unless when taken in more than the ordinary quantity of a few barrels. The number exported to Africa alone, in 1851, was 22,000 barrels, and last year 16,000 barrels, value £32,000.

GUANO, the Peruvian term for bird manure, being recently found in immense accumulations in the rainless regions, is imported in bulk from Peru, Chili, Bolivia, and the south and west coast of Africa, and before landing put into bags of about  $1\frac{1}{2}$  cwt., fifteen or sixteen to the ton, and forwarded, from London and Liverpool chiefly, into the agricultural districts. The supply, for all practical purposes, may be considered inexhaustible, and will become more extensively brought into use when its value to agriculture is better known.

The Peruvian is obtained from three small islands in

the Pacific, about 80 miles from the coast of Peru, nearly opposite Lima, called the Chincha Islands, the largest of which is about three miles in circumference, where the guano abounds in some places 80 feet in height, and the aggregated quantity has been estimated by an English engineer at 24,000,000 tons. A calculation has been made by importers that the consumption of Peruvian guano in Great Britain is now from 190,000 to 200,000 tons a-year, and the increase is said to be from 15 to 20 per cent. annually. Scotland consumes largely, but Ireland very little. At present the unrestricted system of adulteration operates greatly to its disadvantage. The imports into the United Kingdom, during the last five years, have been as follow :

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1848 ... ..	71,415	1851 ... ..	243,014
1849 ... ..	83,438	1852 ... ..	129,889
1850 ... ..	116,926		

(*Vide Board of Trade Returns.*)

The countries from which it was imported, and the quantities brought from each, last year, were as under-noted, 36,247 tons of which were re-exported :

<i>Places.</i>	<i>Tons.</i>	<i>Places.</i>	<i>Tons.</i>
Peru ... ..	86,293	Buenos Ayres ...	932
Chili ... ..	11,191	China ... ..	790
Patagonia ... ..	7,282	Australia ... ..	727
South Africa ...	7,273	Ascension ... ..	705
Bolivia ... ..	6,213	Brazil ... ..	650
W. C. Africa ...	4,192	Eight other places	763
Uruguay ... ..	1,575		
E. C. Africa ...	1,363	Total ... ..	129,889

(*Vide H. C. Return, No. 314, Session 1853.*)

The imports of GUANO into Liverpool since the commencement of the trade have been as follow :

Years.	Peruvian.	Bolivian.	Chilian.	Tchabot.	African, &c.	Saldanha Bay.	Patagonia.	Australian, Shark's Bay.	Total.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1841...	1,241	400	437	...	...	...	...	...	2,078
1842...	6,726	3,285	557	...	...	...	...	...	10,568
1843...	1,278	...	539	...	...	...	...	...	1,817
1844...	9,067	5,163	503	22,553	1,630	...	...	...	38,916
1845...	4,420	7,139	554	80,427	7,570	14,910	100	...	115,120
1846...	10,696	3,525	2,490	120	1,418	800	8,500	...	27,549
1847...	19,895	4,120	1,650	...	553	...	2,770	...	28,988
1848...	11,195	2,330	360	...	870	...	300	...	15,075
1849...	17,625	751	1,532	1,120	1,511	220	795	...	23,554
1850...	14,005	3,840	1,035	3,540	2,846	1,416	1,790	...	28,472
1851...	68,154	8,267	500	3,535	989	2,728	3,823	4,750	92,593
1852...	11,470	4,321	...	2,800	353	2,403	1,375	...	22,722

(Furnished by Jon Robinson, Esq)

The stocks of Peruvian in this country are now stated to be almost *nil*, and of the inferior sorts altogether not more than 10,000 tons, one moiety of which is housed in the port of Liverpool, say 5,000 tons, value £40,000. The imports of last year appear to have been in value £180,000. The imports of the present year, so far, are a mere bagatelle.

OCHRE is a large trade, 8,000 tons having been imported into the United Kingdom last year, but little or none of it was brought to Liverpool direct.

ALUM, a triple salt, formerly imported from Naples, is now superseded by the manufacture, at fourteen different works, in England and Scotland, and, therefore,

does not enter now into our category, only 2 tons having been imported into the United Kingdom last year.

ARGOLS, the crust or sediment of wine vats, which, when purified, is denominated CREAM of TARTAR, is much used by dyers as a mordant, to prepare the stuffs to receive their colours. We receive supplies from Leghorn, Oporto, Trieste, Naples, Sicily, Florence, &c., into London and Liverpool, in casks and cases of 2 to 7 cwt., the imports having averaged 1,500 tons per annum. The Liverpool imports, last year, were as under :

<i>Places.</i>	<i>Casks, &amp;c.</i>	<i>Tons.</i>
Portugal ... ..	1,874	468
Leghorn ... ..	1,160	90
Trieste ... ..	93	40
Naples... ..	84	42
<b>Total ... ..</b>	<b>3,211</b>	<b>640</b>

The imports of CREAM of TARTAR last year into the United Kingdom amounted to 1,924 tons ; and into Liverpool alone 753 tons, value, with argols, £80,000, which were as under :

<i>Places.</i>	<i>Casks, &amp;c.</i>	<i>Tons.</i>
Italy ... ..	936	565
Spain and Portugal ... ..	271	68
France... ..	207	110
Other places.. ... ..	18	10
<b>Total ... ..</b>	<b>1,432</b>	<b>753</b>

The recent disease of the grape has decreased the imports, which are now comparatively nothing.

ASHES, *pot* and *pearl*, used in the manufacture of glass, prussiate of potash, and soft soap, are imported from North America, in casks averaging 5 cwt. The imports average 8,000 tons per annum, the consumption being one-half, and re-exports made to Holland and Belgium of the remainder.

Years.	IMPORTS.		STOCKS.
	United Kingdom.	Liverpool.	Liverpool.
	Tons.	Tons.	Tons.
1848 ... ..	4,842	2,162	512
1849 ... ..	7,927	4,188	800
1850 ... ..	9,202	5,212	1,550
1851 ... ..	9,996	4,462	2,500
1852 ... ..	7,597	4,600	3,000

(Vide Board of Trade Returns and Brokers' Circulars.)

The re-exports from Liverpool, last year, amounted to 9,476 casks, 2,369 tons.

GUMS, exudations from various trees and plants in tropical regions, are imported from the south of Europe, Asia, and Africa, into London and Liverpool chiefly, in chests and barrels of 1 to 4 cwt., and recently in sacks of 1½ to 2 cwt., for service in calico-printing, silk-manufacture, the arts, painting, medicine, &c. They now come to us under thirty different denominations, but those mostly used are Arabic, Senegal, and copal, yet we will abstract the imports of last year into the United Kingdom of all sorts, according to the latest authentic return to the House of Commons, No. 504, 20th May, 1853. The following are the imports and re-exports of gums, during the last year :

<i>Description.</i>	<i>Imported.</i>	<i>Re-exported.</i>
	<i>Tons.</i>	<i>Tons.</i>
Arabic .. .. .	2,424	613
Senegal .. .. .	213	2
Copal .. .. .	232	184
Animi .. .. .	145	54
Assafetida .. .. .	58	58
Tragacanth... .. .	57	8
Ammoniacum .. .. .	15	15
Kino .. .. .	8	8
Mastic... .. .	7	5
Guaiacum .. .. .	1	3
<b>Totals .. .. .</b>	<b>3,160</b>	<b>950</b>

Only one of these descriptions appears worthy of consideration amongst the General Brokers' Association of Liverpool, namely, gum arabic.

The imports of gum arabic into Liverpool were as follow :

<i>Years.</i>	<i>Imports.</i>	<i>Stocks.</i>
	<i>Tons.</i>	<i>Tons.</i>
1848 .. .. .	248	54
1849 .. .. .	446	63
1850 .. .. .	170	70
1851 .. .. .	438	280
1852 .. .. .	1,125	278

Therefore the business of Liverpool in gums last year cannot be assumed at more than £80,000 in value, inclusive of 103 packages of gum senegal.

BEESWAX, brought from the East Indies, Africa, and United States of America, now in hogsheads, tierces, chests, barrels, and bags, for use in making wax candles, sealing-wax, &c., and in polishing furniture, has been an article of increase lately, the quantities imported last



year into the United Kingdom having been, of unbleached, 487 tons; bleached, 181 tons: total, 668 tons; but of which 215 tons, nearly all unbleached, were re-exported. The imports into Liverpool, according to the Customs' Bill of Entry, were 10 hhds., 50 tierces, 100 casks, 156 barrels, 70 cases, 24 bales, and 42 bags, weighing in the aggregate 80 tons, value £10,000.

The following DRUGS are chiefly brought from London to Liverpool by inland carriage, but small imports are made occasionally direct:

**SARSAPARILIA**, the long, slender roots of a plant growing in South America and the West Indies, is imported in bales of 2 to 4 cwt., and rolls of  $\frac{1}{2}$  cwt., for medicinal uses. Last year 110 tons were received into the United Kingdom, 80 tons of which came direct to Liverpool, value £16,000.

**PERUVIAN BARK**, sometimes called *Cinchona* or *Jesuits' bark*, is imported from South America, generally in serons or bales of  $1\frac{1}{2}$  cwt., for medicinal purposes. Last year 910 tons were brought into the United Kingdom, 500 of which were re-exported. The quantity coming direct to Liverpool amounted to 3,240 bales, 1,800 serons, and 50 cases; total 272 tons, value £150,000.

**OPIUM**, the juice of the white poppy, is imported from the East Indies, Smyrna, and Alexandria, in chests of  $1\frac{1}{2}$  cwt., for medicinal uses. Last year 90 tons were imported, 50 of which were re-exported. Only 50 chests came direct to Liverpool, 4 tons, value £6,000.

GALLS, or gallnuts, excrescences produced by the puncture of a fly on the leaves and stalks of a species of oak growing in the vicinities of Smyrna, Tripoli, Bombay, and Calcutta, are imported in bags of 1 to 2 cwt. Last year we received 280 tons direct into Liverpool, value £25,000. The imports have increased amazingly of late.

ANNATTO, the dried pulp of seeds from a plant grown in South America and Cayenne, is brought to England in casks of 4 to 5 cwt., mats or baskets and bags of  $\frac{1}{2}$  cwt. each, for colouring cheese and dyeing cotton cloth and silks a nankeen colour. Last year there were brought into Liverpool 3,000 baskets and 300 casks, weighing 210 tons, value £35,000.

ISINGLASS, a fine kind of glue, made from fish, imported from the north of Europe, East Indies, and South America, in chests and barrels of 2 to 3 cwt., is used for a variety of purposes. We received 200 packages direct into Liverpool last year, weighing 25 tons, value £28,000.

ALKANET ROOT, the root of a rough plant imported from the Levant and south of France, in bales of about 2 cwt., serves to colour, a deep red, mahogany and rosewood furniture, gunstocks, &c. Last year the aggregate import into the United Kingdom was only 12 tons.

ALOES, an extensive genus of plants, from several of which a bitter extract is prepared for medicinal purposes, we receive from the Cape of Good Hope, the East and West Indies, in gourds or calabashes, kegs, cases, &c.

Last year the total import amounted to 93 tons, of which only 230 gourds and 6 kegs appear to have been brought direct to Liverpool: scarcely a ton in weight.

**NUX VOMICA**, dried flat seeds, imported from the East Indies, in pockets of  $\frac{3}{4}$  cwt., and bags  $1\frac{1}{2}$  cwt., for use in medicine and in tanning. We received last year into Liverpool 1,552 packages, weighing 130 tons, value £1,250.

**COCULUS INDICUS**, an Indian berry, imported from Ceylon into London, in bags of 1 cwt., used to give false strength to beer, to intoxicate fish, to destroy vermin, &c., is also brought occasionally direct to Liverpool. Last year we appear to have received 72 bags, 4 tons.

**COLOMBO ROOT**, a very bitter root, imported from Madagascar and Bombay into London, in bags and chests of 1 to 3 cwt., is used medicinally. Last year 29 tons were brought into the United Kingdom.

**CHINA ROOT**, a drug now imported from the West Indies, in baskets  $1\frac{1}{2}$  cwt., last year 3 tons.

**GALANGAL ROOT** is not now imported.

**CUBEBS**, the produce of a species of pepper peculiar to Java, is occasionally brought into London, last year 22 tons, but none to Liverpool.

**CARDAMOMS**, the capsules of a medicinal plant grown on the Malabar coast and in Ceylon, are imported into London, and occasionally into Liverpool, in bags of  $1\frac{1}{2}$  cwt., for use as a condiment: last year 80 tons came to England, but we only received half-a-dozen packages here.

SENNA, a drug imported from Smyrna, Bombay, &c., into London and Liverpool, in bales of 2 to 3 cwt. Last year altogether 146 tons, of which only 25 bales came direct to Liverpool, 3 tons.

CAMPHOR, unrefined, grown in China and the Eastern Archipelago, is brought to England in small chests,  $1\frac{1}{2}$  cwt., and in tubs and drums, for medicinal uses; altogether only 13 tons last year, and none to Liverpool.

CHEMICALS, such as prussiate of potash, bichrome, salamoniac, sugar of lead, tartaric acid, muriatic acid, soda ash, vitriolic acid, copperas, and other articles too numerous to enumerate and describe, are manufactured in the vicinity of Liverpool, and exported to the extent of at least altogether 50,000 tons, value £500,000 annually.

## THE WOOL TRADE.

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Wool, the fleece of sheep, is of two classes, fine and coarse. The foreign wool is most adaptable for making the finest woollen cloths, whilst the British wool is chiefly used in the manufacture of worsted, yarn, carpeting, blanketing, flannels, &c. The total annual growth or produce of wool in Great Britain and Ireland is estimated at 32,000,000 fleeces, averaging 4lbs. each; 450,000 packs of 240lbs., or 9 packs to the ton, equal to 50,000 tons, at 10d. per lb.; £4,500,000 in value.

The total imports of sheep's wool into the United Kingdom, during the year 1852, amounted to 40,934 tons; namely, from British possessions, 26,070; and foreign states, 14,864 tons: the re-exports having been 5,030 tons. The quantities of goats' hair, or wool, imported were 1,145 tons; re-exported 32 tons.—*Vide Parliamentary Paper, No. 523, Session 1853.*

Woollen manufactures not otherwise described, not made up, were also imported to the extent of £655,049 in value last year, according to Parliamentary return, No. 504, this session.

Our foreign supplies come from Australia, Germany, and other European countries, the Cape of Good Hope, South America, East Indies, and other parts.

Messrs. Hughes and Ronald, in their annual circular, say, "The state of the wool trade throughout the past year has been in the highest degree satisfactory, employment has been plentiful, and both importers and consumers have found profitable scope for their enterprise."

The public sales of foreign and colonial wools in the London docks and warehouses occur every six weeks during the season, which commences in May, and chiefly ceases in November, and are attended by dealers and manufacturers from Yorkshire, the great seat of consumption, and other counties, as also by buyers from the continent. Every bale, when on show, is inspected by drawing out a sample of the wool, which, after examination, is thrown down upon the floor, and the buyers frequently walk knee-deep in it. The sales vary from 30,000 to 60,000 bales at one time. 3,000 can be housed in daily, and 15,000 delivered from the London dock warehouses, where 200 men are employed, exclusive of clerks and foremen. The importation to these docks alone averages 130,000 bales annually, being in value £2,600,000. The transactions are computed in rather a peculiar manner, and it may be curious and serviceable to record the weights by which wool is purchased.

WOOL WEIGHTS.			
7 lbs.,	= 1 clove, or 7lbs.	6½ tods,	= 1 wey, or 182lbs.
2 cloves,	= 1 stone, or 14lbs.	2 weys,	= 1 sack, or 364lbs.
2 stones,	= 1 tod, or 28lbs.	12 sacks,	= 1 lst, or 4,368lbs.

AVERAGE WEIGHTS PER BALE.			
<i>Description.</i>	<i>Cwts.</i>	<i>Description.</i>	<i>Cwts.</i>
Australian ... ..	2 to 3	Peruvian ... ..	3½ to 4
South America ... ..	3 to 5	Russian ... ..	
German ... ..	3½ to 4		

The imports of foreign wool into the United Kingdom, during the last five years, were as follow :

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1848 ... ..	31,636	1851 ... ..	37,192
1849 ... ..	34,266	1852 ... ..	40,944
1850 ... ..	33,182		

(Vide Board of Trade Returns.)

According to Myers's *Mercantile Gazette*, the imports of foreign wools into London, Liverpool, Hull, &c., were as follow, last year :

<i>Places.</i>	<i>Bales.</i>
London ... ..	207,929
Liverpool... ..	72,658
Hull ... ..	40,551
Clyde ... ..	2,315
Bristol ... ..	12
<b>Total ... ..</b>	<b>323,645</b>

According to the circular of Messrs. Hughes and Ronald, the imports of the last three years of all sorts of wool into the United Kingdom and into Liverpool were as follow, in addition to which must be borne in mind the large quantities brought by railway from

Scotland and other places, and by coastwise navigation, none of which is recorded in the trade accounts :

UNITED KINGDOM.			
<i>Description.</i>	1850.	1851.	1852.
	<i>Bales.</i>	<i>Bales.</i>	<i>Bales.</i>
Australian ... ..	133,679	144,298	145,746
German ... ..	17,315	28,730	39,009
Alpaca ... ..	41,579	46,820	38,453
Cape of Good Hope ... ..	19,879	19,699	21,006
East Indian ... ..	9,704	12,478	21,109
Russian ... ..	9,758	15,268	13,686
'Turkey Goats' ... ..	13,328	10,838	11,104
Mediterranean ... ..	7,121	10,072	11,618
Portugal ... ..	7,361	12,827	7,746
African ... ..	5,923	7,063	6,840
Buenos Ayrea... ..	3,848	2,214	4,761
Iceland ... ..	1,387	2,421	3,120
Spanish ... ..	2,105	5,272	903
United States... ..	25	—	65
<b>Total ... ..</b>	<b>278,012</b>	<b>318,000</b>	<b>325,166</b>
LIVERPOOL.			
Alpaca ... ..	35,515	26,120	26,632
Peruvian ... ..	—	14,846	7,961
East Indian ... ..	6,230	6,184	12,194
Portugal ... ..	7,465	12,586	7,655
Mediterranean ... ..	4,143	6,340	5,169
Buenos Ayres... ..	2,729	1,987	4,133
African ... ..	2,750	2,640	2,527
Australian ... ..	1,140	485	2,346
Russian ... ..	2,170	1,244	1,633
Iceland ... ..	882	1,522	1,446
Turkey Goats' ... ..	444	2,540	824
Germany... ..	19	84	664
Cape of Good Hope ... ..	24	11	19
Foreign ... ..	63,511	76,589	73,203
English ... ..	888	1,414	1,024
Irish ... ..	4,184	4,008	3,722
Scotch ... ..	13,182	10,963	10,577
<b>Total ... ..</b>	<b>81,765</b>	<b>92,974</b>	<b>88,526</b>



These figures indicate that London has nearly one-third of the whole foreign wool business of the kingdom, Liverpool upwards of one-fifth, and Hull one-eighth.

The entire business of Liverpool, in all sorts of wool, last year, has been carefully estimated at 14,650 tons, and £1,850,000. It is in the hands of twenty brokers, and very respectably conducted.

The exports of British and Irish wools last year amounted, in value, to £778,930, according to the declared value of Customs.

WOOLLEN MANUFACTURES comprise all the woollen and worsted yarn, cloth, duffels, kerseymeres, baizes, flannels, blankets, druggets, carpeting, &c., which, in the aggregate, exceeded £30,000,000 last year, two-thirds of which are consumed at home, and one-third exported. The total amount of last year's exports from the United Kingdom was £10,145,578, of which upwards of one-half passed through Liverpool, in weight 8,000 tons, packed in bales of 2 to 8 cwt., and very compactly when for exportation.

The great seats of the woollen and worsted manufactures are situated principally in Yorkshire, Wales, Gloucestershire, Leicestershire, Oxfordshire, Westmoreland, &c., in the towns of Huddersfield, Bradford, Leeds, Dewsbury, Halifax, Newtown, Welshpool, Montgomery, Stroud, Leicester, Loughborough, Witney, Kendal, &c., &c. The total number of factories of woollen and worsted fabrics in the United Kingdom, last year, amounted to 1,998, with 2,471,108 spindles, and 42,056

power-looms, affording employment to 154,180 individuals.

There is a difference between woollen and worsted; they are spun in a different manner, the former being composed of short wool, and the latter long.

We find in a Parliamentary paper, No. 744, this session, that the entire exports of woollen manufactures from Liverpool amounted in value, as declared, to £5,263,247 in the year 1850, and £5,120,177 in 1851.

## THE RICE, SPICE, AND SEED TRADES.

RICE, one of the esculent grains, forms the chief food of the East Indians, Chinese, and Central Americans, and is imported into this country from the East Indies and North America, chiefly into London and Liverpool, in bags of  $1\frac{1}{2}$  cwt. and tierces of 6 cwt., not only for edible purposes, but, when ground into flour, also for cotton manufactures, in aiding to form the weavers' dressings for warps.

Before used in England nearly all rice is cleaned or dressed at the rice-mills, and then packed in bags of 2 cwt. and sacks of  $2\frac{1}{2}$  cwt. each. The meal is commonly used for feeding pigs. The imports during the last five years we find thus recorded :

Years.	UNITED KINGDOM.		LIVERPOOL.	STOCKS IN LIVERPOOL.
	Rice.	Husk.		
	Tons.	Tons.	Tons.	Tons.
1848 ...	49,818	432	20,055	9,150
1849 ...	48,765	405	25,643	8,580
1850 ...	39,264	1,857	26,758	12,750
1851 ...	37,242	6,296	14,678	8,280
1852 ...	49,466	4,793	22,676	10,575

(File Board of Trade Returns and General Broker's Circular)

The re-exports from Liverpool were 6,307 tons, inclusive of 547 tons to Ireland. There are ten rice-mills in

Liverpool, seven of which are devoted to dressing East India rice only; the other three also clean American rice, or paddy, which is then put into new tierces, and sold as the finest description of rice, for table use. All the rice imported in tierces is resold in the same state, not requiring to be cleaned. PADDY is the Indian name of rice corn before the husks are taken off. We received of it into Liverpool, last year, in bulk, from the United States, 7,210 quarters, equal to 1,442 tons, value £7,000; but it was a very small annual importation. The 22,676 tons amounted to £263,000 in value.

PEPPER, an aromatic spice, the berries of different plants grown in Malabar, Bengal, Java, &c., imported into London and Liverpool, in bags, robbins, and barrels of 1 to 1½ cwt., for use as a condiment, is rather an important article in commerce. The imports have been as follow, during the last five years:

<i>Years.</i>	<i>IMPORTS.</i>		<i>STOCKS.</i>
	<i>United Kingdom.</i>	<i>Liverpool.</i>	<i>Liverpool.</i>
	<i>Tons.</i>	<i>Tons.</i>	<i>Tons.</i>
1848 ... ..	3,626	1,113	300
1849 ... ..	2,141	472	113
1850 ... ..	3,608	548	100
1851 ... ..	1,788	219	56
1852 ... ..	2,965	663	281

(*File Board of Trade Returns and General Brokers' Circular.*)

The value of last year's business in Liverpool appears thus to have been about £24,000. The re-exports amounted to 62 tons.

PIMENTO, *Jamaica pepper*, and *allspice* are synonymous terms, applied to the berries of a tree cultivated on the north side of Jamaica, from whence we receive imports into London and Liverpool, in bags and barrels of 1½ cwt. The imports have been as follow :

Years.	IMPORTS.		STOCKS.
	United Kingdom.	Liverpool.	Liverpool.
	Tons.	Tons.	Tons.
1848 ... ..	1,035	158	11
1849 ... ..	1,250	165	4
1850 ... ..	1,022	220	47
1851 ... ..	742	130	64
1852 ... ..	1,135	199	60

(File Board of Trade Returns and General Brokers' Circular.)

The value of this business in Liverpool, last year, appears to have been £10,000. The re-exports of last year were 104 tons.

GINGER, the root of a plant cultivated in the East and West Indies and Africa, is imported in pockets, bags, cases, and barrels, of ½ to 1½ cwt., for use as a condiment. The total quantity imported into the United Kingdom, last year, amounted to 1,015 tons, besides nearly 100 tons of preserved ginger. The imports and stocks in Liverpool were as follow :

Years.	Imports.	Stocks.
	Tons.	Tons.
1848 ... ..	262	30
1849 ... ..	370	173
1850 ... ..	553	117
1851 ... ..	161	100
1852 ... ..	277	100

(File General Brokers' Circular.)

The value of last year's business here appears to have been about £5,000. The re-exports hence were 84 tons.

CINNAMON, the under bark of a tree, much cultivated by the Ceylonese, is imported into London—last year 240 tons; but scarcely any supplies were received into Liverpool direct—only half-a-dozen cases, about 5 cwt., value £50.

CASSIA LIGNEA, also the bark of a tree, a substitute for Cinnamon, was imported into London, 220 tons last year, but none into Liverpool. There were, however, 40 cases of cassia buds imported here, 2 tons, value £220, and into the United Kingdom 10 tons; and of FISTULA 12 tons. Nearly the whole were re-exported.

CLOVES, the unopened flowers of the clove tree, were imported into London, 140 tons last year, but almost none into Liverpool—half-a-dozen cases of 1 cwt. each, value £25.

NUTMEGS, the dried kernel of the fruit of a tree, were imported into London, last year 160 tons. Scarcely any direct supplies came to Liverpool: only 20 boxes, from Singapore, value £350.

MACE, the membrane which envelopes the nutmeg, was imported into London, last year 27 tons, but only 3 or 4 small chests to this port.

CAPERS, CAYENNE PEPPER, and a variety of other spices are occasionally imported in very small quantities, too inconsiderable to record.

CLOVERSEED, although the most productive of all grass seeds in this country, ripens better in the United

States, Holland, and Germany, whence we receive imports into England, generally in barrels or bags of 2 cwt., tierces 5 cwt., and hogsheads 8 to 9 cwt. each. Last year 2,475 barrels and tierces were brought into Liverpool from the United States, 469 bags from Germany, 138 from Holland, and 68 from the Mediterranean : total 3,150 packages, weighing about 400 tons, value £14,000. The whole were sold for home consumption.

MUSTARDSEED is imported from the East Indies, in pockets and bags of  $\frac{1}{4}$  to  $2\frac{1}{2}$  cwt., chiefly for the expression of oil, and from Northern Germany for pulverizing into flour of mustard, for domestic use and service in medicine, which crushing is performed at six manufactories in Liverpool. The supplies from the East Indies last year amounted to 9,000 bags, 900 tons, value £40,000, into Liverpool. Our principal home supplies are received from Wisbeach, Lincoln, and York, to the extent of about 100 tons annually.

Tous LES MOIS, the dried pith of canna root reduced to flour, is imported from the West Indies, in barrels of 1 to 2 cwt., and the finer description in small tin cases, packed in boxes of  $\frac{1}{4}$  to 1 cwt., for alimentary purposes. We received in Liverpool, last year, 50 boxes and 20 barrels, altogether 4 tons, value £300.

HEMPSEED, by expression, yields a useful oil, employed in making soft soap, for burning in lamps, for painting, &c. It is also used for feeding birds, and is frequently imported loose, but generally in bags of  $1\frac{1}{4}$  to

1½ cwt. Last year we received in Liverpool about 800 quarters, 100 tons, value £1,500.

CARAWAY SEED, imported from Germany and Holland, in sacks of 2 cwt., for confectionery purposes, amounted to 100 tons in Liverpool last year, value £3,000.

CORIANDER SEED, a spice obtained from an herb bearing that name, cultivated in Suffolk, Essex, and Kent, is chiefly used by distillers, and by distillation forms an aromatic oil. The aggregate quantity annually consumed throughout the kingdom does not exceed 50 tons. It is generally put into bags of 2 cwt. each.

ANISEED, imported from Alicant and Germany, in bags and chests of 1½ cwt. each, is chiefly used for cattle medicines, but also for manufacturing a liqueur; and, when distilled, it yields an essential oil. The yearly supplies to England average only about 50 tons, and very little comes direct to Liverpool.

CANARY SEED, grown in Kent, also occasionally imported from Germany and the Mediterranean, for feeding birds, is more extensively consumed than might be imagined, the estimated quantity being 500 tons annually throughout the kingdom. It is usually sold in sacks of about 2 cwt., but the imports are trivial.

CUMMIN SEED, the seed of an annual plant, cultivated in Sicily and Malta, is occasionally, but seldom, imported; only a few bags at a time.

SAGO and sago-flour, an esculent starch, imported chiefly from Sincapore, in bags and boxes averaging 1½ cwt., merit attention. We received last year in Liver-



pool 24,315 bags and 11,946 boxes, weighing 2,720 tons, value £55,000.

ARROWROOT, a starch made from the root of a plant cultivated in the East and West Indies, there supposed to be an antidote to the poisoned arrows of the Indians, is imported principally into London, in barrels, kegs, and tins, for edible use. Last year we received in Liverpool 540 barrels, 320 half-barrels or kegs, 2,654 tins, and 200 cases, altogether weighing 60 tons, value £3,500.

STARCH is imported into Liverpool from Ireland, chiefly in hogsheads of 10 to 12 cwt., and boxes or chests of 4 cwt., for the use of cotton-manufacturers, bleachers, grocers, and domestic use, to the extent of about 500 tons annually, value £15,000; besides which there are one or two manufacturers in Liverpool, who produce about the same quantity yearly of common and patent starch.

TAPIOCA, a modification of starch, prepared from the roots of a Brazilian plant, is imported in baskets, barrels, bags, and boxes, of 1 to 2 cwt., for use in cookery. We received into Liverpool last year 2,210 packages, weighing 160 tons, value £4,500.

MACCARONI, wheat paste or dough formed into long slender tubes or pipes, in Naples, the thickness of a quill, we receive in very small boxes, and occasionally in barrels.

VERMACELLI, the same substance, is rolled smaller than maccaroni, and the total imports into Liverpool,

last year, of both descriptions, amounted to 1,026 packages, 20 tons, value £1,000.

LIQUORICE, a perennial plant, we receive from Trieste, Leghorn, Naples, and Sicily, both in sticks and paste, for the use of druggists, and in confectionery. The imports altogether into Liverpool last year amounted to 200 tons, value £20,000. The root is home grown, and brought in bundles of about  $\frac{3}{4}$  cwt., and the juice in chests of 1 cwt. or more.

## THE DRIED FRUIT TRADE.

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CURRENTS, small grapes, chiefly grown in the Ionian Islands, at great expense, and dried in the sun, are packed in large butts, averaging 19 cwt. each, caroteels (tierces) 7 cwt., barrels 2 to 3 cwt., and boxes 1 to 1½ cwt. The quantities imported into the United Kingdom now exceed 20,000 tons per annum, on an average.

The dried fruit season commences generally in the early part of September, and butts of currants are frequently cut in two in England for convenience of carriage and sale, the top being covered with canvas: they then weigh 9½ to 10 cwt. The imports into the United Kingdom during the last five years were as follow:

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1848 .. .. .	20,113	1851 ... .. .	36,056
1849 ... .. .	22,360	1852 ... .. .	17,343
1850 ... .. .	21,486		

*(Vide Board of Trade Returns.)*

The imports into Liverpool direct, last season, amounted only to one-half of the usual quantity, namely, 2,500 tons, value £125,000; but it was an exceptional

season, owing to the blight of the vines having mildewed the currants, and the prices consequently advanced in proportion to the short supplies.

RAISINS, dried grapes, the fruit of vine trees, are imported chiefly from Malaga and Smyrna, into London and Liverpool, under the name of the places where they are grown, or the species of grape from which they are dried. We receive them in drums  $\frac{1}{8}$  to  $\frac{1}{4}$  cwt., boxes  $\frac{1}{4}$  to  $\frac{1}{2}$  cwt., and barrels 1 to 3 cwt. The imports into the United Kingdom during the last five years were as follow:

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1848 ... ..	11,983	1851 ... ..	13,091
1849 ... ..	10,472	1852 ... ..	17,182
1850 ... ..	13,816		

(Vide Board of Trade Returns.)

The imports into Liverpool direct, last season, amounted to 4,020 tons, value £160,000.

FIGS, the fruit of fig trees, flourish in all the countries surrounding the Mediterranean, and when dried in the sun, or in ovens, are packed in small oblong boxes, round drums, or in baskets, weighing 4 to 24 lbs. each package. The imports into the United Kingdom during the last five years were as follow :

<i>Years.</i>	<i>Tons.</i>	<i>Years.</i>	<i>Tons.</i>
1848 ... ..	1,137	1851 ... ..	1,809
1849 ... ..	1,976	1852 ... ..	1,870
1850 ... ..	1,698		

(Vide Board of Trade Returns.)

The imports into Liverpool direct, last season, amounted to about 530 tons, value £32,000.

ORANGES and LEMONS are imported from Spain and Portugal, in boxes and chests, containing 250 to 1,000 oranges or lemons in number, and  $\frac{1}{2}$  to  $2\frac{1}{2}$  cwt. each in weight; also frequently in bulk. The imports into the United Kingdom during the last five years were as follow:

Years.	Chests and Boxes.	Imported in Bulk.	Entered by Value.	Total.
	Number.	Number.	£	Tons.
1848... ..	391,033	65,541	3,199	39,270
1849... ..	361,166	45,200	3,109	36,280
1850... ..	403,501	60,415	3,573	40,350
1851... ..	451,247	76,854	4,397	45,240
1852... ..	467,481	75,070	6,164	46,748

(Fide Board of Trade Returns)

The imports into Liverpool direct, last season, amounted to 15,700 tons in weight, and £150,000 in value, as follow:

Oranges,			Equal to
Lisbon, &c. ... ..	46,621	$\frac{1}{2}$ -chests, $2\frac{1}{2}$ cwt. each	5,828 Tons.
Oporto ... ..	9,374	" "	1,170 "
Seville ... ..	2,475	" "	309 "
St. Michael ... ..	32,101	boxes, $2\frac{1}{2}$ "	4,414 "
Sicily, &c.... ..	14,144	" 2 "	1,414 "
Terosira ... ..	655	" "	65 "
Lemons ... ..	25,000	" "	2,500 "
Total ... ..	130,365	packages.	15,700 "

(Fide Charles James Adam, Son, and Co.)

APPLES are imported chiefly from the United States, France, and Holland. A barrel of good sound American apples should contain  $2\frac{1}{2}$  bushels, and weigh  $1\frac{1}{2}$  cwt. gross. The French and Dutch apples are commonly

brought in bulk, as are also those of our own native growth from Worcester, Gloucester, Somerset, Devon, &c. The total importation of foreign apples into the United Kingdom averages rather above 280,000 bushels, or 7,000 tons, annually, of which Liverpool received, last season, 17,000 barrels, and in bulk altogether 1,500 tons, value £20,000.

NUTS of various kinds are imported from Spain, South America, West Indies, &c., both in bulk and in bags of 1 to  $1\frac{3}{4}$  cwt. The aggregate import of all sorts of hazel nuts, Brazil, chestnuts, and walnuts into the United Kingdom averages 180,000 bushels, 4,500 tons, annually, of which Liverpool receives about one-half. Last year the imports here amounted exactly to 2,250 tons, value £75,000.

COKER NUTS, the large fruit of a species of palm tree, common almost everywhere within the tropics, are imported from South America and the West Indies in immense quantities, always in bulk. Scarcely a vessel arrives in Liverpool from those countries without bringing some; and the aggregate number received here last year amounted to 500,000, weighing at least 500 tons, and in value £6,000. Their interior, or kernel, by expression, yields oil; and their exterior, or husk, serves to make coir yarn and coarse matting.

ALMONDS, flat, oblong nuts, are imported both in and out of the shell, in small casks of 2 to 3 cwt., boxes of 28 to 56 lbs., and serons or mats of 1 to 2 cwt., from Spain, Italy, and Barbary, for confectionery and

table uses. The annual imports and re-exports show an average yearly consumption of 500 tons in the United Kingdom. The imports into Liverpool, last year, amounted only to 50 tons, value £7,000.

PRUNES, prunelloes, and French plums, are imported from the south of France; the best in little baskets of 6 to 10 lbs., and the second quality in barrels of  $\frac{3}{4}$  to 4 cwt. The total imports of the kingdom average 1,500 tons annually. Last year we received in Liverpool, altogether, 560 tons, value £18,000.

GRAPES are imported from France, Spain, Portugal, Italy, and Germany, in barrels and boxes of about 70 lbs each, jars and baskets  $\frac{1}{2}$  to  $1\frac{1}{2}$  cwt. Last year the quantity brought to Liverpool amounted to only 180 tons, value £8,000.

PINE APPLES are now extensively imported into London, in bulk, from the West Indies, and occasionally to Liverpool; but last year the number brought here was inconsiderable.

DATES, the fruit of the palm tree, are imported from the Levant, in barrels of 2 cwt., but only occasionally.

SUCCADES, fruits preserved in sugar, imported from the East and West Indies, in small jars and boxes, for confectionery uses, are scarce worth recording.

PORTUGAL ONIONS, although a vegetable, are sold by the dried fruit merchants, and therefore may be classed with the above. We received in Liverpool, last year, in boxes, hampers, and bundles of  $\frac{1}{4}$  to  $1\frac{1}{2}$  cwt., altogether 300 tons, value £3,000.

CHERRIES, and other ripe fruits, are brought very largely into the Liverpool market, from the surrounding districts, and through London from France ; frequently eight to ten tons in one day. Gooseberries, strawberries, and other garden fruits are obtained in the vicinity, and do not form any part of our dock commerce.

The dried fruit trade of Liverpool is in the hands of half-a-dozen merchants, and about as many brokers, and may be summed up, in the aggregate, at 30,000 tons in weight, and £600,000 in value, last year.



## THE PROVISION TRADE.

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THE production and consumption of BUTTER in the United Kingdom is very considerable, certainly exceeding 160,000 tons per annum, allowing only 16lbs. yearly for each individual of two-thirds the whole population : and taking an average price of 10d. per lb. for fresh and salt, all round, discovers the total value equivalent to £13,328,000.

English farmers customarily send their butter to the markets in a sort of flat hamper or basket, called a "flat," which ordinarily contains from 3 to 6 dozen pounds of butter ; but Irish farmers pack chiefly for export in firkins, weighing each  $\frac{3}{4}$  cwt. gross. Then, again, both occasionally pack in boxes of 2 to 3 cwt. each, in earthenware crocks, (panmugs,) weighing  $\frac{1}{2}$  cwt., and in cools (tubs cut in two) of  $\frac{1}{2}$  to 1 cwt. each. In Scotland the firkins are smaller but stronger made, containing 56lbs. nett of butter, and 14lbs. weight of firkin, gross 70lbs. The weight of Irish firkins average 27 to the ton, and when empty 14lbs. each.

The imports of foreign butters, principally German and Dutch, into the United Kingdom, last year, amounted to 14,306 tons ; and the exports of butter, chiefly Irish, 4,698 tons.

Liverpool is supplied for home use from the surrounding agricultural districts, also largely from Ireland, a great portion of which is forwarded into the interior of the country for sale.

The imports of last year into Liverpool, (ending December 31,) nearly all from Ireland, consisted of 500,000 firkins, and 50,000 crocks, &c., weighing 18,500 tons gross, value £1,188,000. The exports from Liverpool amounted to 84,772 firkins, 3,140 tons, value £220,000.

The consumption of CHEESE in the United Kingdom is based upon half-an-ounce per diem, or 12lbs. a-year, for each individual of two-thirds the population, equal to 100,000 tons per annum, which accords with the actual production and market sales of the various counties.

The imports into the United Kingdom, last year, show a falling off, as compared with those of previous years, having been only 14,502 tons, and the exports 1,060 tons.

The imports of foreign cheese into Liverpool are chiefly American, in circular boxes averaging  $\frac{1}{2}$  cwt. and casks 3 cwt. We received last year only 35,342 boxes and 593 casks, weight 1,000 tons, value £45,000.

LARD also exhibits a vast diminution in the imports of foreign last year into the United Kingdom, the total having been only 3,167 tons; and into Liverpool 34,000 barrels, 3,400 tons, and of Irish 800 casks, 9,440 kegs, 350 tons, value altogether £190,000.

We receive imports from the United States in bladders of  $\frac{1}{4}$  cwt. and kegs  $\frac{1}{2}$  to  $\frac{3}{4}$  cwt., it having become a

favourite article of food in the manufacturing districts. When imported in barrels of 2 cwt., it is in a semi-liquid state, and an excellent oil is expressed from it by two or three manufacturers in Liverpool, who, in addition to such oil, produce a very superior lard, for service in cookery, perfumery, &c., to the extent of 500 tons per annum, at a cost of £2,500, in excess of the oil.

BACON and HAMS, the flesh of swine salted and dried, is an extensive trade peculiar to Ireland and the United States of America. We receive imports chiefly through Liverpool, London, and Bristol; the middles, sides, and flitches in America being generally packed in boxes 3 cwt. nett, and the shoulders, shanks, hams, and offal in hogsheads 8 cwt. nett. Hams and short middles are frequently brought in bulk from New Orleans, and bacon from Ireland, in matted bales, or boxes, of 3 cwt. nett.

The imports of foreign bacon into the United Kingdom, last year, were only 3,694 tons, and of hams 374 tons, whilst the importations into Liverpool were little over one-third of those of the previous year, having been altogether only 1,500 tons of American and 1,500 tons of Irish, value £130,000.

BEEF and PORK, salted provisions, extensively prepared in America and in Ireland, chiefly for ships' stores, are packed in tierces, of 304, 320, and 336 lbs. nett, and in barrels of 200 lbs. nett. The imports of last year show a decrease, having been into the United Kingdom

altogether only 11,000 tons; and the importation into Liverpool as follows :

BEEF.				PORK.			
Foreign.		Irish.		Foreign.		Irish.	
Trcs.	Brls.	Trcs.	Brls.	Trcs.	Brls.	Trcs.	Brls.
23,986	4,995	1,655	863	324	10,500	17,488	546

Total 43,453 tierces and 16,909 barrels, weighing 9,350 tons gross, value £320,000.

The exports from Liverpool were 1,171 barrels of beef and 3,143 barrels of pork, weighing 540 tons, value £16,000. But in this calculation none of the ships' stores are included.

There are 72 provision-merchants and 234 provision-dealers in Liverpool.

**HERRINGS, *fresh.*** The number of boats, decked or undecked, on the Liverpool-station fishery is about 1,000, employing 8,000 men and boys. Last year the total catch was about 30,000 mace, weighing 3,000 tons, value £30,000. The season here commences in June and terminates in September, and the catch varies extremely each year. Sometimes a smack brings in 60 to 70 mace of 500 each, so that we frequently receive 1,000,000 herrings in one morning. They are afterwards put into barrels of 500 to 700, weighing 250 to 350 lbs. gross, including the cask and a small quantity of salt, and are principally forwarded into the country for consumption.

WHITE HERRINGS are also imported from the Isle of Man and Scotland, in barrels, with brine, weighing  $1\frac{1}{4}$  cwt., averaging 20,000 barrels annually, 1,500 tons in weight, and £30,000 in value.

COD and LING are also brought from Scotland, in bulk, about 250 tons a-year, value £3,500; and Newfoundland cod likewise comes in bulk: we received of it last year 500 tons, value £6,000.

FINNIN HADDIES (a corrupted term for Findhorn Haddocks) are now mostly brought from the north of Scotland, by railway, direct to Liverpool, but some few come by the steamboats from Glasgow,—last year to the extent of 250 tons, value £4,500.

The entire fish trade of Liverpool, including every description of choice, common, and shell fish, amounts to upwards of 20,000 tons in weight, and £250,000 in value, per annum.

EGGS, of hens, ducks, and other poultry, are produced in Ireland to an extent almost incredible. The supplies sent to Liverpool, and thence into the manufacturing districts, are enormous; frequently 1,000,000 in one day. They are packed between layers of straw, in strongly-made boxes, hampers, and crates, containing 1,000 to 8,000 eggs, each package varying in weight from 2 to 10 cwt.

The aggregate quantity imported into Liverpool from Ireland, last year, amounted to 33,350 packages, containing 148,134,000 eggs, weighing 9,260 tons, value £300,000. Besides all of which we received

small supplies from the neighbouring districts, the Isle of Man, and Scotland.

The following is an account of eggs imported into Liverpool, from Ireland, in the year 1852 :

<i>From</i>	<i>Packages.</i>	<i>No. of Eggs.</i>	<i>Tons.</i>
Dublin ... ..	20,995	69,230,000	4,330
Drogheda ... ..	4,019	15,536,000	972
Dundalk ... ..	1,896	14,774,000	924
Sligo ... ..	1,285	10,272,000	642
Cork ... ..	1,272	10,176,000	636
Londonderry ... ..	1,272	10,176,000	636
Newry ... ..	1,273	9,664,000	604
Waterford ... ..	649	4,736,000	296
Belfast ... ..	669	3,360,000	210
Ballina ... ..	20	160,000	10
Total ... ..	33,350	148,134,000	9,260

(*Vide Customs' Bill of Entry.*)

The old POTATO season commences in September, and ends in June. The trade is a very large one in Liverpool, which is chiefly supplied from the neighbouring agricultural districts to the extent of about 50,000 tons annually, the most of which are brought in country carts, and sold in the market ; but, in addition thereto, 30,000 tons are imported coastwise, by small sailing vessels and steamers, from Scotland and Cumberland, and 20,000 tons, by railway, from the northern districts, Lancashire and Yorkshire ; altogether forming an aggregate of 100,000 tons, in value last year £400,000.

VEGETABLES of all sorts, such as turnips, carrots, cabbages, lettuces, &c., are brought, not only by the

turnpike-roads, but by the railways, from a great distance, into Liverpool, for consumption, yet none of them enter into the *commerce* of this port, the same as in Dublin or Glasgow.

The Liverpool CATTLE market is chiefly supplied from Ireland, and that which may not be sold on the market day is conveniently accommodated at the Edgehill-station of the London and Northwestern Railway, where 1,000 head of oxen and 4,000 sheep can be penned, and afterwards forwarded, at moderate rates of charge, to the interior of the country.

The imports of foreign cattle of all kinds into the United Kingdom, last year, 1852, were the largest on record; namely,

<i>Description.</i>	<i>Number.</i>	<i>Description.</i>	<i>Number.</i>
Oxen and Bulls...	40,833	Horses ... ..	3,179
Cows ... ..	25,038	Asses ... ..	4
Calves ... ..	27,490	Goats ... ..	82
Sheep ... ..	217,094		
Lambs ... ..	12,843	Total ... ..	336,572
Pigs ... ..	10,539		

(Vide Parliamentary Returns, No. 364, Session 1853.)

But, as scarcely any of them came to Liverpool, we will refer to the importations direct into this port, from Ireland and coastwise, during the last five years, according to the Customs' Bill of Entry, which, however, does not embrace the whole import into the town.

An account of the number of cattle, sheep, calves, pigs, horses, and lambs imported into Liverpool, from Ireland and coastwise, during the last five years :

IRELAND.						
<i>Year.</i>	<i>Cattle.</i>	<i>Sheep.</i>	<i>Calves.</i>	<i>Pigs.</i>	<i>Horses.</i>	<i>Lambs.</i>
1848 ...	151,364	161,432	1,322	73,278	1,535	64,335
1849 ...	166,023	181,431	2,036	59,757	9,543	39,770
1850 ...	163,440	192,855	1,518	95,919	1,579	35,614
1851 ...	148,013	90,705	1,732	103,998	5,388	21,116
1852 ...	167,584	113,762	996	116,504	5,650	21,992
COASTWISE.						
1848 ...	8,125	128,060	603	12,993	63	3,954
1849 ...	6,243	108,623	1,486	8,324	70	1,992
1850 ...	6,485	113,726	328	9,272	87	468
1851 ...	6,147	94,053	891	11,605	59	2,734
1852 ...	5,964	63,894	826	6,316	68	2,950

In addition to the above, large quantities of cattle are brought by railway from Scotland, and a few driven also from the immediate neighbourhood into Liverpool, the entire trade of last year having been computed at 700,000 head, weighing 95,000 tons, and in value £3,500,000, one-half of which was consumed in the town, and the remainder forwarded into the country.

Three miles eastward of the Liverpool Exchange there is a well-arranged cattle market, covering  $5\frac{1}{2}$  acres of ground, capable of penning 4,000 head of cattle and 20,000 sheep. Markets are held weekly, every Monday, and upwards of 200 different cattle salesmen attend them. The tolls are 2d. per head for cattle, and 1s. per score on sheep.

At Edgehill, one mile and a half eastward of the Liverpool Exchange, the London and Northwestern



Railway Company possess an extensive and commodious station, where 1,000 head of oxen and 4,000 sheep can be penned, and any number despatched with facility to any part of the interior of the country.

A return of the number of cattle slaughtered in the Liverpool Abattoir, and fifty-one licensed slaughter-houses, to the inspector, shows the following result for the year 1852 :

<i>Killed at</i>	<i>Cattle.</i>	<i>Calves.</i>	<i>Sheep.</i>	<i>Lambs.</i>	<i>Pigs.</i>	<i>Total.</i>
	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>	<i>Number.</i>
Abattoir ...	19,806	11,842	83,048	12,467	9,174	136,337
Slaughter- houses ... }	14,826	2,578	59,798	7,925	19,642	104,769
Totals...	34,632	14,420	142,846	20,392	28,816	241,106

But the private slaughter-house-keepers have evidently not returned the whole number to the inspector, because it has been more accurately ascertained by the purchasers of green hides by auction in the market, and elsewhere, that upwards of 1,000 beasts are killed weekly, to produce the number of green hides so bought. (*See Hides.*)

The number of cattle shown last year, at the Liverpool market, is recorded in the books at 115,830, and sheep 368,130.

**POULTRY:** Domestic fowls, cocks and hens, turkeys, geese, ducks, and pigeons, are brought to Liverpool, not only from the surrounding rural districts, but in immense numbers from Ireland and Wales. Large flocks of live

turkeys and geese are driven along the turnpike-roads from Liverpool to Prescot, St. Helens, Warrington, Manchester, &c., and exported for ship stores; and great quantities of dead poultry forwarded by railway, in crates, hampers, &c., to the manufacturing districts. The total number imported into Liverpool last year, dead and alive, rather exceeded 3,000,000, in weight 4,000 tons, and value £150,000.

RABBITS, though dignified by being included in the game-laws, with hares, are not considered exactly either poultry or game; but the quantities now shown in the Liverpool markets, and forwarded into the country, have increased to an unprecedented extent. We receive large imports from Ireland and Wales during six months in the year, about 50,000 couple weekly, or 2,600,000, total 650 tons, value £85,000. This trade is rapidly increasing.

GAME: Hares, pheasants, partridges, grouse, &c., form an important portion of the food of man, especially in the higher circles of society. The Liverpool market is not much celebrated for variety, and the total sales aggregated do not exceed in the year 200,000 brace of all sorts, weighing 100 tons, value £15,000.

MEAT: Beef, mutton, veal, lamb, &c., consumed in Liverpool by the inhabitants and strangers, and exported as ship stores, amounted to 32,000 tons, value £1,750,000 last year.

## THE MINERAL TRADES.

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**BRICKS**, *common*, made of clay and sand, baked, ordinary length 9 inches, breadth  $4\frac{1}{2}$ , thickness 5, weight 8lbs. each, may now be made of any size or pattern. A solid yard of well-wrought clay will produce 480 bricks, and 32 cover a square yard. A load is 500 in number, and the weights vary according to their size, and the quality of the clay, from  $2\frac{1}{2}$  to  $3\frac{1}{2}$  tons per thousand.

The quantity of common bricks made in the vicinage of Liverpool varies from 30,000,000 to 40,000,000 per annum, according to the ratio of house building, &c. There are 24 brickmakers, here, and 40 master bricklayers. An ordinary open firekiln contains from 20,000 to 30,000 bricks, and a close firekiln 400,000 to 600,000. **FIRE BRICKS** are made from a different kind of clay, in the districts of Stourbridge, Hawarden, Ruabon, &c., and forwarded to Liverpool for home use and exportation. Large quantities of both descriptions are exported, especially to the West Indies. Last year the total amounted to 5,000,000, two-thirds being *common*, and one-third *fire* bricks; weight, 18,000 tons; value, £10,000.

**SLATES** are quarried in North Wales to the extent of 270,000 tons per annum, of which 22,000 tons were

imported into Liverpool last year ; value 45,000. Exports are made to the United States, and all parts of the globe, averaging from Liverpool 7,000 tons a-year ; value £15,000. There are a dozen "slate merchants" here, who are, in fact, agents for the proprietors of the quarries. The slates imported into Liverpool, in 1852, were from the following places :

<i>From</i>	<i>Tons.</i>	<i>From</i>	<i>Tons.</i>
Bangor ... ..	7,936	Aberdovy ... ..	190
Carnarvon ... ..	7,574	Barrow ... ..	61
Port Dinorwick..	4,132	Barmouth ... ..	35
Port Madoc ... ..	987	Portinllaen ... ..	28
Conway ... ..	821		
Beaumaris ... ..	266	Total ... ..	22,030

The shipping expenses are 8d. per ton ; lighterage, when required, extra. An allowance of 1 cwt. over in every ton, and 60 slates over in every 1,000, is made to cover breakage, at the time of delivery of the slates on the wharf in Wales for shipment ; and the purchaser never pays for any excess he may receive beyond the quantity invoiced : namely, 1,200 to the thousand, and 20 cwt. to the ton ; therefore, no abatement is made for deficiency from breakage, as the purchaser takes his chance whether he receives a surplus or otherwise. The demand has, for a long time past, far exceeded the supply. Orders are not now undertaken to be executed in less than nine to eighteen months' time.

STONE, for building and paving, is brought from Scotland and Wales to Liverpool in immense quantities. The Aberdeen granite, used for the kerb stones and foot-

walks of the streets, and the square sets for pavement of the middle of them, are the admiration of persons acquainted with the qualities, and reflect great credit on the judgment of Mr. Newlands, the borough-engineer, for selecting them, and producing such excellent workmanship in our thoroughfares. The same compliment is due to Mr. Hartley, the dock surveyor, whose walls and other works seem built for eternity.

Liverpool is supplied with free stone from quarries in the district to a great extent, but in addition to which, the imports coastwise include all sorts of stone, granite, sets, scabbling, shingle, and gravel for the dock works and town improvements, and last year amounted to 60,000 tons, value £30,000; besides which, 30,000 tons of flags and stone were brought into the town, by railways and canals, from Yorkshire and Lancashire.

LIMESTONE, the stone from which lime is calcined, and LIME itself, is obtained in large quantities from North Wales and Lancashire, not only for making mortar, but for use in fertilizing land, bleaching, soapboiling, sugar-refining, alkali-manufacturing, and smelting metals. There are 10 lime-burners in Liverpool, who received, coastwise, last year 25,000 tons of limestone, value £7,500. Ten years ago the quantity was 50,000 tons, but the difference is accounted for by the supplies being sent from the quarries direct to the points of consumption, as St. Helens, Wigan, Bolton, &c. The lime exported in puncheons last year, to the West Indies chiefly, amounted to 300 tons.

CEMENT, a sort of limestone rock, calcined and ground into powder, is extensively manufactured in London, Harwich, Plymouth, Dudley, Derby, Liverpool, &c. There are eight importers here, and the same number of manufacturers. It is chiefly used for building purposes, and is usually put into barrels of  $3\frac{1}{4}$  cwt., and bags of  $1\frac{1}{2}$  cwt. A bushel of cement is computed at 76 lbs., or 30 bushels to the ton; and 6 casks are deemed to weigh a ton. The total quantity imported coastwise into this port last year amounted to 8,000 tons, value £24,000. The exports were 200 tons, value £600, chiefly to the West Indies.

MARBLE, a limestone of the secondary formation, is hewn in large blocks, and so imported from Leghorn and other parts of the south of Europe into Liverpool, for working into statuary and other ornamental articles. It is also found abundantly in Ireland, Scotland, and Wales. We received imports last year to the extent of 2,000 tons, value £20,000.

BURR STONES, small squared blocks of stone, 14 to 20 inches long by 9 to 10 inches broad, are imported from Havre, generally as ballast, into London, Liverpool, &c., for the purpose of being dressed and manufactured into millstones. The quantity so brought into this port last year was about 450 tons, value £2,000. A hundred blocks weigh about 4 tons.

GRINDSTONES, made from a shaly gritstone for grinding and sharpening edge tools, are an article of export from Liverpool. The chief quarries are at Gateshead

Fell, near Newcastle-on-Tyne, and at Wickersley, in Yorkshire. The quantities exported last year from this port amounted to 2,000 tons, value £3,000.

**ASPHALTE**, a composition of bitumen or mineral pitch, found in its native state in the lake of Asphaltites, in Trinidad, is occasionally imported into England; but very little was received in Liverpool last year, as it is more extensively manufactured in London and Glasgow.

**SAND**, the mineral substance in a granulated state, particles of stone not conjoined, or broken into powder, is imported from the United States in casks of 5 cwt., for the use of glass and earthenware manufacturers. Last year we received in Liverpool about 5,000 casks, 1,250 tons, value £1,000. The sand used for making mortar in the formation of our dock works, is chiefly obtained from the bed of the river Mersey.

**ALABASTER** and **GYPSUM** are commercially treated synonymously, although there is a difference in the two minerals, the former being a carbonate, the latter a sulphate of lime, and used for different purposes. We receive by coastwise navigation into Liverpool, about 1,000 tons a-year of gypsum, or semi-transparent rock, for the use of glass-manufacturers, value £1,000.

**EMERY STONE**, a mineral found abundantly in Turkey, the Isle of Naxos, and at Cape Emeri, in the East Indies, is imported into Liverpool as ballast, and forwarded into the country for use when ground to powder, in polishing glass and metals. Last year we received 400 tons, value £6,500. This article is sometimes called whitestone.

**PUMICE STONE**, a light porous volcanic ejection, or calcined stone, obtained from Mount Vesuvius, is occasionally imported in hogsheads of 8 to 9 cwt., for the use of artizans in smoothing the surface of metals, marble, wood, &c., also in the mixture of glass for earthenware. The quantities are inconsiderable.

**CHALK** is imported in bulk from Beechey Head, Northfleet, Greenhithe, &c., into Liverpool, for the purpose of being converted into **WHITING**, by grinding and re-drying it, when it is put into casks of all sizes from 2 to 20 cwt., being now much used in chemical manufactures, for making putty, and a variety of other purposes. There are two manufacturers of whiting in Liverpool, and the quantity of chalk used last year was 5,000 tons, value £2,000, and the whiting produced from it 4,000 tons, value £3,000, in excess of the chalk.

**BARYTES**, a heavy mineral substance, resembling limestone, is of a yellowish white colour, found in Cumberland, Derbyshire, Lancashire, and North Wales, and used in glass, porcelain, and chemical manufactures; also, by colour manufacturers, as a basis for colours, when levigated. It is generally carried in bulk, the annual average consumption of Liverpool being about 2,000 tons, value, £2,000.



## MISCELLANEOUS TRADES.

THE following table shows the weight of manufactured COTTON GOODS, yarn, and thread exported from Liverpool in the year 1852, the average value of each, and description :

Descriptions.	Number of Yards, &c. of each sort.		Number of Pieces of each sort.	Weight of each Piece.	Total Weight of Goods.	Average Price.	Total Aggregated Value.
	Yards.	Yds					
Calicoes, plain.....	636,223,215	74	37,415,967	3 8	67,340	7 6	10,264,727
Printed and dyed ...	352,623,337	38	12,463,689	4 4	23,804	10 3	6,454,266
Hosiery.....	943,516	doz	943,516	2 8	1,051	11 0	528,289
Lace, net, &c.....	26,381,274	50	527,625	0 8	118	10 6	277,000
Shawls & hkerchiefs.	750,179	doz	750,179	2 8	848	4 6	150,754
Cambries & muslin...	8,268,455	91	394,278	3 0	382	8 0	117,268
Velveteens, &c.....	2 86,565	61	66,766	22 12	474	62 0	98,278
Counterpanes, &c.....	744,747	no	344,343	7 8	618	4 6	34,978
Cotton & linen, mix'd	2,127,373	40	33,184	8 0	190	9 0	23,928
Ginghams and checks.	512,749	10	25,637	3 8	66	9 0	11,236
Damask and diapers...	369,611	36	11,100	10 0	66	20 6	11,277
Quiltings and ribs.....	34,505	60	68	18 8	342	0	1,276
Nankeens.....	21,984	30	439	8 8	217	0	379
Lawns and lenoes.....	10,752	20	537	2 8	110	0	266
Ticks, checks, &c.....	2,916	60	76	20 0	136	0	76
Tapes, bobbins, &c....	380	doz	380	1 0	1	2 1	41
Dimities.....	1,655	60	27	12 0	121	0	28
Unenumerated.....	217,623	£	217,623	10 0	972	20 0	217,623
<b>Total of goods.....</b>	<b>1,051,212,910</b>	---	<b>43,146,799</b>	---	<b>96,942</b>	<b>1 84</b>	<b>12,294,771</b>
"    yarn.....	---	---	---	---	<b>22,685</b>	<b>1 1</b>	<b>2,732,419</b>
"    thread.....	---	---	---	---	<b>1,265</b>	<b>1 7</b>	<b>362,121</b>
<b>Total weight and value...</b>	---	---	---	---	<b>120,228</b>	---	<b>21,389,311</b>

Calicoes, shirtings, muslins, and other woven manufactures of cotton wool, plain, dyed, or printed, being extensively produced within a circle of thirty miles round Manchester, also at Glasgow, Paisley, and in the west district of Scotland, form a very important portion of

the exports of Liverpool ; therefore, we have given minute attention to the subject, and the foregoing particulars have been carefully compiled from the most authentic sources. These goods are packed in bales and cases, of all sizes, from  $\frac{1}{2}$  cwt. to 1 ton.

SILK is presented to us in four different states, *raw*, *thrown*, (or spun,) *waste*, and *manufactured*. We receive imports principally into London and Liverpool, from Italy, France, India, and China, in bales of 1 to  $3\frac{3}{4}$  cwt., and carry the manufactured article in trusses of  $\frac{1}{4}$  to 1 cwt. each. The trade is extensively carried on at Manchester, Macclesfield, Congleton, Coventry, &c., there being altogether upwards of 270 manufactories in England. The total quantity of all sorts imported into Liverpool last year amounted to 500 tons in weight, and £650,000 in value, which were chiefly forwarded into the country ; and the exports of silk manufactures were about the same in extent.

ELEPHANTS' TEETH, the tusks of male elephants, varying in weight from 20 lbs. to 100 lbs., and in value £10 to £40, all under 20 lbs. weight being termed sciveloes, are imported loose, in pieces, and in cases for service in the manufacture of ivory instruments and ornaments. The total quantity brought from the East Indies and Africa into Liverpool, last year, amounted to 600 teeth, 3,396 pieces, and 66 cases, altogether in weight 70 tons, and in value £40,000.

COWRIES, small sea shells, imported from Calcutta, Ceylon, and Bombay, generally in bags of about 2 cwt., chiefly for re-exportation to the West Coast of Africa, where they

pass current for payment in barter for palm oil, &c., are of two descriptions, live and dead, the former having a bright enamel, and the latter being void of it, the fish inside having died in the shell. Last year 1,056 bags were imported into Liverpool; weight 105 tons, value £5,000.

MOTHER-OF-PEARL SHELLS, resembling oyster shells, but with much greater internal lustre, are occasionally imported into Liverpool from the East Indies, China, and South America, in old cases of 2 to 4 cwt., for making buttons, toys, and ornamental articles. Last year, however, only 130 cases were received here, weighing 25 tons, in value £1,250.

TORTOISESHELL is an article of import also into Liverpool, generally in cases of  $\frac{1}{2}$  cwt., from the East Indies, Africa, &c., for making combs, snuff-boxes, &c. Very little tortoiseshell was brought here last year, probably not more than 5 cwt.

CAOUTCHOUC, pronounced *kachook*, the modern name for India-rubber, is imported from the East Indies, South America, &c., in bags and cases of 1 to 4 cwt., and frequently in a more solid form, as blocks, loose, the uses to which it is now applied being almost innumerable. We received, in Liverpool, last year, 4,600 bags, 2,930 cases, &c., and 66 tons loose, altogether 650 tons; value £85,000.

GUTTA PERCHA, a name given by the Malays, to the inner bark of a tree, is imported from Singapore, in blocks of 5 to 50 lbs. weight, for manufacture into the soles of boots and shoes, tubes for gas and water, carriage traces, and a variety of purposes. We received into Liverpool of it last year 12,246 blocks, weighing 150 tons, value £12,000.

**PALM LEAVES** are brought from Cuba, in bundles of  $\frac{1}{4}$  to  $1\frac{1}{4}$  cwt., for making into hats of a cheap and common description. Last year we received in Liverpool 2,640 bundles, equal to 130 tons in weight, and £3,000 in value.

**PIASSAVA**, the fibres of the leaves of a plant, or rather the footstalks of a species of palm tree, imported from South America, serving to make brushes and street-sweeping machines, were received to the extent of 25,600 bundles, in Liverpool, last year, weight 650 tons, value £9,750. This article is now brought much into use, and the imports have increased accordingly.

**IRISH MOSS**, called also Carrageen, a seaweed which yields an abundance of gelatine, is used in manufactories for dressing silks, &c., and in the fields for feeding cattle. We received 300 tons last year in Liverpool, in bags of a cwt., value £2,000.

**AMERICAN CLOCKS** are imported from the United States by almost every vessel, in small boxes containing dozens or half-dozens, the weights being packed separately from the clocks. The number of boxes brought to Liverpool last year amounted to upwards of 8,000, and the clocks, 60,000, weight 300 tons, value £30,000. The export watch trade has been carried on extensively in Liverpool, especially to South America; but last year the business appears to have fallen off, as the declared value was only £60,000 for all kinds of timepieces, weight in the aggregate 6 tons. Coventry, Farnworth, and Prescott are the places where watch movements are chiefly made.

**GLASS**, of all sorts, flint, crown, plate, sheet, and bottles, being manufactured at St. Helens, Warrington,

Birmingham, Stonrbridge, Dudley, &c., so extensively, Liverpool is the greatest point for its exportation, especially to the United States of America. The entire shipments from this port, including every description of glass, amounted to 10,500 tons in weight, and £210,000 in value, last year.

**STATIONERY** : The Manchester district being the greatest of any in the kingdom for paper making, we find large quantities of all kinds removed to Liverpool for shipment, last year to the extent of 3,500 tons in weight, and £240,000 in value.

**ICE**, frozen water, is imported from Wenham Lake, United States, in blocks, lumps, and in cases and hogs-heads, for cooling creams, liqueurs, wines, &c. Last year we received 600 tons into Liverpool; value £3,000.

**BULRUSHES** are brought from Holland, for the use of chairmakers, (and coopers, who place them in the interstices of casks for holding liquids,) and for artizans, polishers of metals, &c. The imports into Liverpool last year were 17,500 bundles, 156 tons, value £2,000.

**CANES**, strong reeds, growing in tropical climates, are imported under various names, such as rattans, bamboos, whangees, malacca, partridge, &c. Their uses are applied to the construction of garden-seats, chair-bottoms, umbrella-sticks, &c. We received into this port last year 25,000 bundles of cane reeds, and 36,780 bundles of rattans; weight 80 tons, value £1,000.

**PEGS**, wooden splinters for boots and shoes, are imported from the United States into Liverpool, in barrels of 1 cwt. Last year we received 1,000 barrels, value £1,000.

BLADDERS of animals, are prepared chemically in the United States, for containing lard, and sent to Liverpool in casks of 2 cwt., about 100 casks annually, of 130 dozen each : weight 200 tons, value £1,000.

Other importations of articles in value less than £1,000 per annum, might be cited, probably a dozen to a score, but they are all unimportant for our purpose.

The weight of merchandise removed by inland communication from Liverpool, under bond, during the year 1852, was as follows :

To	Tea.	Wine and Spirits.	Coffee.	Deals.	Sugar.	Clover Seed.	Currants and Raisins.	Rice.	Cocoa.	Fine Oils.	Pimento.	Sundries.	Total Tons.
London .....Tons	377	114	29	...	...	...	221	...	...	35	23	68	886
Manchester .. "	185	322	105	...	81	...	3	...	...	...	1	...	698
Chester .....	...	202	...	479	...	...	...	...	...	...	...	...	642
Hull .....	45	13	2	...	112	326	1	43	10	...	...	47	599
Glasgow .....	441	...	35	...	9	...	23	...	...	...	...	10	518
Leith .....	374	...	85	...	23	...	11	...	...	...	1	...	494
Newcastle .. "	120	...	201	...	...	...	7	...	1	...	...	1	330
Preston .....	11	205	8	...	...	...	2	...	...	...	...	...	226
Goole .....	...	...	...	...	189	...	...	...	...	...	2	...	191
Aberdeen .....	127	...	2	...	...	...	...	...	...	...	...	...	159
Stockton .....	58	...	50	...	9	...	...	...	...	...	...	...	97
Sunderland .. "	32	...	32	...	5	...	5	5	...	...	...	1	80
Dumfries .....	40	1	8	...	...	...	...	...	...	...	...	...	49
Dundee .....	29	...	10	...	...	...	...	...	...	...	...	...	39
Deptford .....	...	...	...	...	...	...	...	35	...	...	...	...	35
Lancaster .....	1	28	...	...	...	...	...	...	...	...	...	...	29
Carlisle .....	23	2	3	...	...	...	...	...	...	...	...	...	28
Perth .....	10	1	...	...	...	12	...	...	...	...	...	...	23
Gloucester .. "	12	...	6	...	1	...	...	...	...	...	...	...	19
Bristol .....	7	...	...	...	...	...	6	...	...	...	...	...	13
Fleetwood .. "	...	7	...	...	3	...	...	...	...	...	...	...	13
Lancaster .....	3	7	1	...	...	...	...	...	...	...	...	...	11
Shields .....	4	...	4	...	1	...	1	...	...	...	...	...	10
Arbroath .....	8	...	1	...	...	...	...	...	...	...	...	...	9
Carnarvon .. "	5	4	...	...	...	...	...	...	...	...	...	...	9
Cardiff .....	4	...	...	...	...	...	...	...	...	...	...	...	4
Kircaldy .....	3	...	...	...	...	...	...	...	...	...	...	...	3
Portsmouth .. "	3	...	...	...	...	...	...	...	...	...	...	...	3
Berwick .....	2	...	...	...	...	...	...	...	...	...	...	...	2
Southampton .. "	...	...	...	...	...	...	...	...	...	...	...	2	2
Gainsboro' .. "	2	...	...	...	...	...	...	...	...	...	...	...	2
Montrose .....	2	...	...	...	...	...	...	...	...	...	...	...	2
Whitby .....	1	...	...	...	...	...	...	...	...	...	...	...	1
Swansea .....	1	...	...	...	...	...	...	...	...	...	...	...	1
Scarboro' .....	1	...	...	...	...	...	...	...	...	...	...	...	1
Total tons .....	1,911	906	482	479	433	338	280	48	46	35	26	154	5,238

**SUMMARY**  
 OF  
**THE COMMERCE OF LIVERPOOL.**

THE number and tonnage of vessels registered as belonging to the port of Liverpool, 31st December, 1852, were as follow.—*Vide H. C. Return, No. 299, 1853 :*

<i>Description.</i>	<i>Vessels.</i>	<i>Tonnage.</i>
SAILING VESSELS under 50 tons ... ..	223	7,437
"    "    above 50 "    "    "    "    "	1,638	606,048
STEAMERS ... ..under 50 "    "    "    "	25	967
"    "    "    "    "    "    "    "    "    "    "	83	19,013
Totals '... ..	1,969	633,465

Number and Tonnage of vessels that entered and cleared at the port of Liverpool, during the year 1852 :

<i>Places.</i>	INWARDS.		OUTWARDS.	
	<i>Vessels.</i>	<i>Tonnage.</i>	<i>Vessels.</i>	<i>Tonnage.</i>
<b>COASTWISE—</b>				
Sailing vessels	7,649	550,921	7,566	465,802
Steamers ...	2,645	865,421	2,598	828,542
<b>COLONIES—</b>				
Sailing vessels	805	394,018	55	35,147
Steamers ...	909	398,601	51	26,041
<b>FOREIGN—</b>				
Sailing vessels	1,679	519,934	1,387	719,833
Steamers ...	2,006	582,349	1,511	744,981
Totals ...	15,693	3,311,244	13,168	3,821,046
Grand total..... 28,861 Vessels.....6,132,290 Tonnage.				

This tonnage, being calculated by measurement, of course has no reference to tons weight, the aggregate of which amounts to only about three-fourths of the whole, or 4,500,000 tons, as many vessels are sailed in ballast, without cargo, and others, the coasting steamers especially, are frequently only partially laden; therefore, we must now recapitulate the imports and exports of all commodities, and form the whole into a summary:

IMPORTS AND EXPORTS.					
IMPORTS.					
Articles.	Weight.	Value.	Articles.	Weight.	Value.
	Tons.	£		Tons.	£
Cotton .....	365,000	20,000,000	Poultry .....	4,100	150,000
Gold and Silver .....	600	7,000,000	Tin.....	1,650	138,000
Corn, &c.....	520,000	5,000,000	Jute .....	8,580	130,000
Cattle .....	70,000	2,600,000	Wines .....	4,500	130,000
Wool .....	14,650	1,850,000	Bacon & Hams .....	3,000	130,000
Fish Oil .....	30,000	1,500,000	Ashes.....	4,600	125,000
Sugar.....	61,065	1,300,000	Currants .....	2,500	125,000
Timber.....	365,000	1,300,000	Potatoes .....	30,000	120,000
Olive Oil .....	4,000	1,250,000	Dyewoods .....	17,790	100,000
Pig, &c. Iron .....	230,648	1,198,000	Molasses .....	6,110	100,000
Butter .....	18,500	1,188,000	Rum .....	5,050	100,000
Tea .....	6,234	1,000,000	Brimstone .....	12,250	98,000
Copper .....	7,078	707,000	Caoutchouc .....	650	85,000
Silk .....	500	650,000	Gums.....	1,125	80,000
Tallow .....	14,500	650,000	Grapes .....	180	80,000
Palm Oil .....	19,950	600,000	Valonia .....	5,700	76,000
Whisky and Gin .....	5,000	540,000	Nuts .....	2,250	75,000
Madders .....	10,639	425,000	Bones, &c. ....	14,700	70,000
Tobacco .....	8,780	405,000	Shumac.....	5,050	65,000
Ale and Porter..	30,000	375,000	Turpentine.....	6,188	62,000
Hemp .....	10,000	350,000	Cream of Tartar .....	753	55,000
Hides .....	7,438	350,000	Indigo .....	91	50,000
Beef and Pork ..	9,350	320,000	Sulphur Ore ..	47,544	47,000
Eggs .....	9,260	300,000	Slates.....	22,000	45,000
Rice .....	24,118	270,000	Cheese .....	2,000	45,000
Drugs .....	950	270,000	Zinc .....	2,000	44,000
Fish .....	20,000	250,000	Spices .....	1,150	40,000
Lead .....	10,700	214,000	Cocoa .....	997	40,000
Coffee .....	3,100	200,000	Rosin.....	7,465	38,000
Brandy .....	3,000	200,000	Terra Japonica.	1,500	37,000
Lard .....	3,750	190,000	Figs .....	530	32,000
Silver Ore .....	2,900	190,000	Stone .....	60,000	30,000
Guano .....	22,722	180,000	Tar.....	5,043	30,000
Copper Ore .....	11,734	180,000	American Clocks .....	300	30,000
Saltpetre .....	11,460	180,000	Hair .....	1,295	26,000
Flaxseed .....	12,940	160,000	Argols, &c. ....	640	25,000
Raisins .....	4,020	160,000	Cement .....	8,000	24,000
Seeds .....	5,170	158,000			
Oranges & Lemons	15,700	150,000	Carried forward	2,267,637	66,767,000



IMPORTS - Continued.					
Articles.	Weight.	Value.	Articles.	Weight.	Value.
	Tons.	£		Tons.	£
Brot. forw'd...	2,307,637	14,767,000	Terpentine Spirits	170	7,000
Bark	4,540	24,000	Almonds	30	7,000
Manganese	3,911	21,000	Emery Stone	600	6,000
Rapeseed	2,330	23,000	Cocoanuts	200	6,000
Divi-divi	2,031	9,000	Yellow Berries	164	6,000
Marble	2,000	20,000	Cowries	105	2,000
Apples	1,500	9,000	Cochineal	12	1,000
Prunes	500	12,000	Ice	600	2,000
Seed Oil	325	17,000	Portugal Onions	200	2,000
Flax	1,451	14,000	Palm Leaves	130	2,000
Qcitron Bark	1,450	14,000	Chork	2,000	2,000
Castor Oil	300	14,000	Burr Stones	600	2,000
Oil Cake	1,673	12,000	Irish Moss	200	2,000
Bricks	20,000	12,000	Sulphur	155	2,000
Coir	700	12,000	Linseed Oil	70	2,000
Gutta Percha	150	12,000	Cocconut Oil	60	2,000
Lac Dye	100	12,000	Turmeric	120	1,000
Nyrolams	1,000	10,000	M. O. P. Shells	20	1,200
Geneva	700	10,000	Munjeet	20	1,200
Orchilla Wood	250	10,000	Sand	1,200	1,200
Beeswax	80	10,000	Alabaster	1,000	1,000
Essential Oil	15	10,000	Bladders	200	1,000
Pianava	650	9,700	Canes	80	1,000
Horns	370	8,000	Safflower	6	200
Shellac	100	8,000			
Limestone	25,000	7,500			
Cutch	310	7,000			
			<b>Total</b>	<b>2,370,000</b>	<b>17,000,000</b>

EXPORTS.

Articles.	Weight.	Value.	Articles.	Weight.	Value.
	Tons.	£		Tons.	£
Cotton Goods	110,250	21,210,000	Wool	80	100,000
Woolens	8,000	5,200,000	Indigo	100	10,000
Ship Stores	100,000	4,200,000	Timber	20,000	20,000
Hardware	10,000	3,200,000	Cordage	1,000	20,000
Linens	25,000	3,200,000	Rice	6,200	75,000
Iron	315,870	2,344,000	Wines	2,200	65,000
Grain, &c.	170,000	1,650,000	Ashes	2,200	63,000
Earthenware	24,000	1,000,000	Matches	6	60,000
Tin Plates	40,000	1,000,000	Potatoes	10,000	45,000
Gold and Silver	80	1,000,000	Guano	2,000	60,000
Cotton	15,000	800,000	Poultry	1,000	60,000
Steel	12,000	650,000	Beef and Pork	500	16,000
Silk	300	600,000	Slates	7,000	16,000
Copper	5,000	500,000	Tobacco Pipes	700	15,000
Tea	3,100	500,000	Dyewoods	2,200	12,000
Chemicals	20,000	500,000	Bricks	18,000	10,000
S soap & Candles	10,000	400,000	Hemp	617	10,000
Boots and Shoes	2,000	400,000	Spices	200	10,000
Coal	363,577	225,000	Linseed	600	5,000
Linseed Oil	9,000	240,000	Wrimstones	60	5,000
Stationery	2,500	240,000	Grindstones	2,000	2,000
Tobacco	6,000	230,000	Qcitron Bark	200	2,000
Sugar	2,700	220,000	Cement	300	1,000
Butter	3,100	220,000			
Glass	10,500	210,000	<b>Total</b>	<b>2,142,000</b>	<b>23,000,000</b>
Ale	12,200	180,000	<b>Imports</b>	<b>2,370,000</b>	<b>17,000,000</b>
Palm Oil	4,474	165,000	<b>Exports</b>	<b>2,120,000</b>	<b>23,000,000</b>
Spirits	4,000	130,000			
Salt	500,077	140,000			
Lead	5,300	100,000	<b>TOTAL.</b>	<b>4,262,000</b>	<b>110,000,000</b>
Gunpowder	2,200	100,000			

These figures exhibit a remarkable fact, that the imports and exports of Liverpool exceed in value above one-eighth of the entire imports and exports, including the whole productions in agriculture, minerals, and manufactures, of the United Kingdom of Great Britain and Ireland.

Besides all this, we should observe the large quantities of merchandise brought into the "creeks", or ports on the Mersey, within the jurisdiction of the Liverpool Custom-house, also into the Ribble and Wyre.

IMPORTS INTO RUNCORN DURING THE YEAR 1852.			
<i>Description, &amp;c.</i>	<i>Tons.</i>	<i>Description, &amp;c.</i>	<i>Tons.</i>
Potters' Clay:		Pig Iron:	
Fowey ... ..	19,519	Ardrossan ... ..	20,246
Poole ... ..	16,006	Glasgow ... ..	9,386
Teignmouth ... ..	3,799	Whitehaven ... ..	3,159
Torquay ... ..	1,318	Troon ... ..	2,848
Various Ports ... ..	2,074	Ayr ... ..	2,510
	42,716	Irvine... ..	1,260
Flints:		Various Ports ... ..	2,052
Newhaven ... ..	6,292		41,461
Shoreham ... ..	2,627	Pyrites:	
Arundel ... ..	2,050	Wicklow ... ..	10,329
Rye ... ..	805	Arklow ... ..	7,481
Various Ports ... ..	3,255	Padstow ... ..	920
	15,029	Conway ... ..	515
China Clay & Stone:		Various Ports ... ..	506
Fowey... ..	10,174		19,751
Penzance ... ..	228	Copper Ore:	
Various Ports ... ..	—	Ulverstone... ..	1,481
	10,402	Amlwch ... ..	605
Slates:		Carnarvon ... ..	490
Carnarvon ... ..	19,685	Swansea ... ..	281
Bangor ... ..	16,366	Various Ports ... ..	803
Dinorwic ... ..	3,785		3,660
Port Madoc ... ..	1,753	Timber (Propwood)	
Various Ports ... ..	604	Youghal ... ..	856
	42,193	Conway ... ..	708
Iron Ore:		Wicklow ... ..	641
Barrow ... ..	12,793	New Ross ... ..	543
Ulverstone ... ..	1,755	Ulverstone ... ..	431
Whitehaven ... ..	1,721	Waterford... ..	422
Ayr ... ..	90	Various Ports .. ..	2,233
Various Ports ... ..	205		5,834
	16,564	Carried forward ... ..	197,610

IMPORTS INTO RUNCORN—Continued.			
Description, &c.	Tons.	Description, &c.	Tons.
Brought forward ...	197,610	Sand:	
Oats and Meal:		Yarmouth ... ..	410
Westport ... ..	1,019	Chromate Iron:	
Sligo... ..	879	Lenark ... ..	280
Ballena ... ..	772	Barytes:	
Newry ... ..	693	Baltimore, &c. ... ..	309
Various Ports ...	4,829	Oak Bark:	
	8,181	Ostend, &c. ... ..	237
Fire Bricks:		Bones:	
Chester, &c. ... ..	3,178	Dublin ... ..	210
Railway Iron:		Yellow Ochre:	
Newport, &c. ... ..	2,595	Amlwch ... ..	160
Gypsum:		Feld Spar:	
Carlisle, &c. ... ..	1,311	North Wales ... ..	136
Manganese:		Flag Stones:	
Plymouth, &c. ... ..	813	Thurso ... ..	126
Blue Stone:		Tin Plates:	
Amlwch, &c. ... ..	653	Newport ... ..	70
Copper:		Sundries:	
Ulverstone... ..	453	Various Ports ... ..	350
Lead:		Total ... ..	4217,630
Chester, &c. ... ..	447		

The imports and exports into ELLESMERE PORT, during the year 1852, were as follow :

IMPORTS.	Tons.
Merchandise ... ..	29,942
Iron Ore ... ..	39,723
Building Materials ... ..	6,010
Coal ... ..	484
Iron ... ..	266
	76,425
EXPORTS.	
Merchandise ... ..	22,653
Iron ... ..	45,650
Building Materials ... ..	4,004
Ore ... ..	231
Limestone... ..	187
	72,725
Total ... ..	149,150

The BIRKENHEAD Dock Trustees have opened their

port on a different principle to that adopted in Liverpool. They charge no dock dues upon goods, but simply tonnage rates on the vessels, varying from  $1\frac{1}{2}$ d. per ton coastwise to 1s. per ton from the most distant places, as the East Indies, &c. Ships entering from Liverpool to load outwards are charged 6d. per ton, and timber is allowed free floatage. Messrs. Peto, Brassey, and others have contracted with the Dock Trustees to complete the whole of their works within two years from the present time.

The number of vessels and tons which entered and cleared in the Birkenhead Docks, during the year 1852, were as follow; and the amount of tonnage for the first six months of the present year is one-sixth more than that of the corresponding period of last year:

<i>Places.</i>	<i>Vessels.</i>	<i>Tonnage.</i>
Foreign and Colonial ... ..	376	118,563
Coastwise... ..	395	27,237
Totals... ..	771	145,800

The PRESTON traffic on the river Ribble, during the twelve months ended 31st May, 1853, we find as follows:

<i>Articles.</i>	<i>Tons.</i>
Grain, groceries, and general cargo ... ..	44,010
Coal ... ..	33,720
Iron, all sorts ... ..	8,475
Slates and Stonea ... ..	8,208
Timber ... ..	2,737
Total ... ..	97,150

The goods traffic of FLEETWOOD during the year 1852 was as follows, according to the returns :

IMPORTS.		
<i>Articles.</i>	<i>From</i>	<i>Tons.</i>
Pig Iron ... ..	Scotland ... ..	21,711
Timber ... ..	North America ... ..	11,484
Grain .. ..	Ireland, &c... ..	4,501
Slates.. ..	North Wales, &c... ..	3,303
Iron Ore ... ..	Barrow, &c... ..	2,497
Fine Goods ... ..	Irish Steamers ... ..	13,474
Ditto ... ..	Furness ditto ... ..	1,874
Flax ... ..	Ireland... ..	273
Sundries ... ..	Ditto ... ..	900
Fine Goods. ... ..	Isle of Man.. ..	4
Local Traffic ... ..	Ireland .. ..	2,759
<i>Description.</i>	<i>Number.</i>	
Cattle... ..	5,628	
Pigs ... ..	2,271	
Sheep... ..	2,330	
Calves.. ..	158	
	10,377 equal to ... ..	2,400
	<b>Total tons ... ..</b>	<b>65,343</b>

EXPORTS.		
	<i>To</i>	<i>Tons.</i>
Coals... ..	To Ireland, &c. ... ..	54,583
Salt ... ..	Foreign ports ... ..	924
By Steamers ... ..	Ireland... ..	7,640
Ditto ... ..	Furness. ... ..	1,593
Ditto ... ..	Scotland ... ..	78
Ditto ... ..	Isle of Man .. ..	41
Sundries ... ..	Various ports ... ..	2,015
Local Traffic ... ..	Ireland, &c... ..	8,761
	<b>Total ... ..</b>	<b>79,545</b>
<b>Total of Imports and Exports ... ..</b>		<b>145,191</b>

The traffic in GLASSON DOCK during the year 1852 was as follows :

<i>Articles.</i>	<i>Tons.</i>	<i>Articles.</i>	<i>Tons.</i>
Timber ... ..	8,200	Flax ... ..	700
Coal ... ..	1,750	Limestone.. ..	650
Grain... ..	1,500	Road Materials...	600
Pig Iron ... ..	1,180		
Molasses ... ..	1,150	Total ... ..	16,730
Salt ... ..	1,000		

The following table comprises the amount of goods imported into, and exported from, MORECAMBE, during the year ending 30th June, 1853, (*official account :*)

IMPORTS.	
<i>Articles.</i>	<i>Tons.</i>
Pig Iron... ..	22,737
Iron Ore.. ..	16,297
Merchandise, (general) ... ..	5,551
Slates ... ..	4,085
Timber ... ..	550
Total... ..	49,220
EXPORTS.	
Merchandise, (general) ... ..	5,365
Iron.. ..	1,935
Coal.. ..	1,111
Railway Iron... ..	303
Limestone ... ..	50
Total... ..	8,764
Total Imports and Exports.. ..	57,984

Now, we learn from the foregoing statements, that the merchants of Liverpool possess a property in shipping certainly exceeding £6,000,000 in value, employed

in conveying the most gigantic amount of traffic to and from any seaport in the world, and it behoves each and every individual connected with it to use his utmost exertions to promote such a vast and beneficial enterprise for the community.





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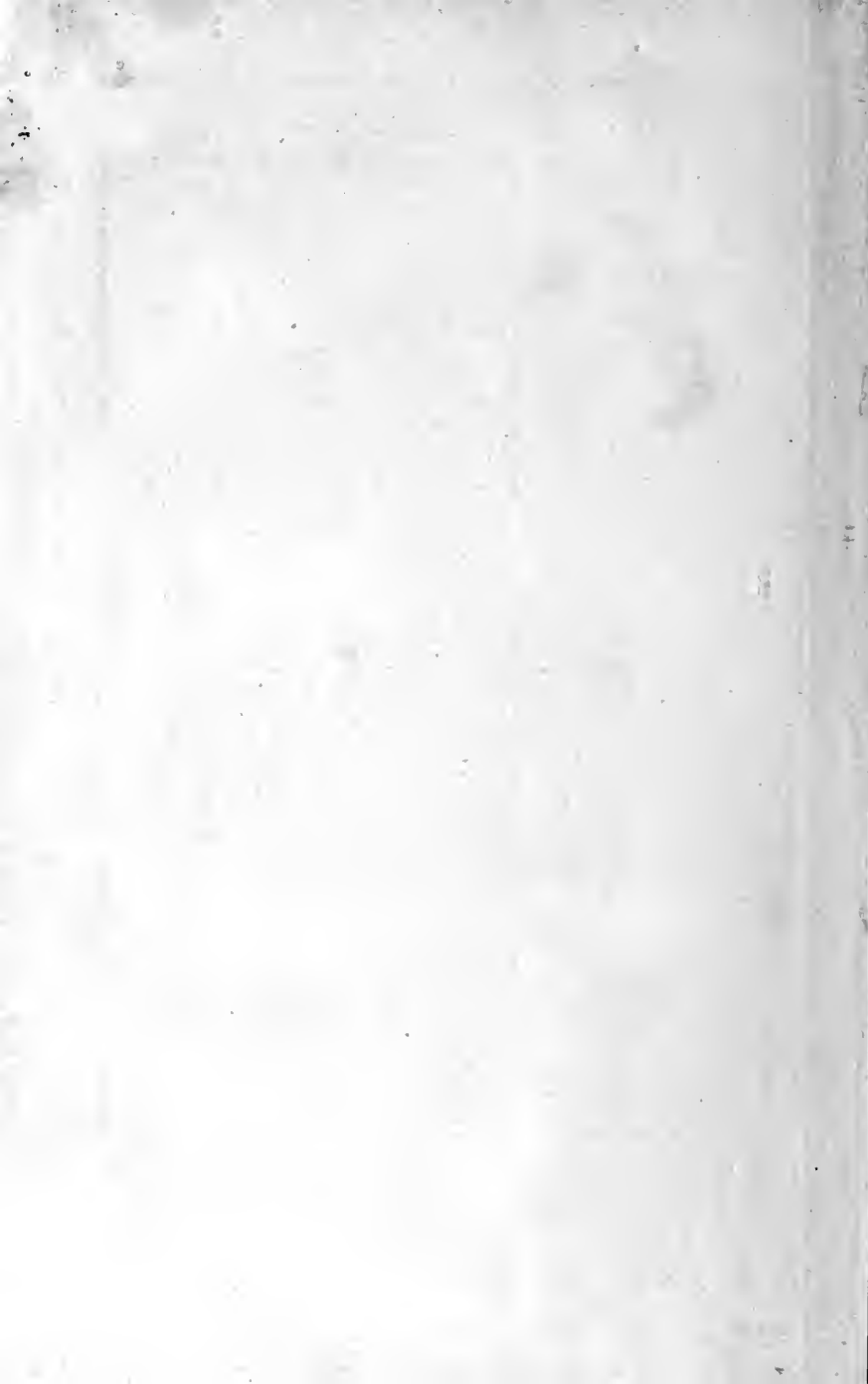
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