OUTLINE

OF SOME

LEADING OCCURRENCES IN THE

HISTORY OF THE CHINA TRADE.

[The few following details will serve, it is hoped, at once to illustrate and fortify the more important statements and conclusions contained in the foregoing pages.]

The records of our early intercourse with the East clearly establish one most important fact, that the difficulties experienced in opening a trade with China were the result rather of the jealousy of rival Europeans, than of any decided aversion to foreigners on the part of the natives.*

* The following "Abstract from Chinese statistical papers, respecting European intercourse with China," is illustrative of Chinese ideas respecting foreign trade.

"When foreigners of the Western Ocean, who were called Franks, came, and, like others, talked of conveying tribute to court, they abruptly entered the district of Ting-quan, and with tremendous roar of their guns, struck terror into all, both far and near. A yu-she wrote to court, and procured a prohibition of all foreign ships."

Subsequently to this prohibition of foreign trade, the Foo-yuen Sen-foo addressed his Majesty as follows:--
In support of this assertion, it may be instructive to take a brief glance at some of the leading occurrences.

"A great part of the necessary expense, both in the officers of government and people, is, at Canton, supplied by the customs levied on merchants. If foreign ships do not come, both public and private concerns are thrown into much embarrassment and distress. It is requested that the Franks may be permitted to trade.

"Three or four advantages result from permitting the Franks to trade: first, in the beginning of the dynasty, besides the regular tribute of the several foreign states, a small per-centage was taken from the remainder, which was adequate to the supply of the government expenditure. This is the first advantage. Second, the treasury appropriated for the annual supply of the army of Canton and Kwang-sy, is entirely drained; and our dependence is on the trade to supply the army, and to provide against unforeseen exigencies. This is the second advantage. Third, heretofore Kwang-sy has looked to Canton for supplies. If any small demand is made on that province, it is unable to comply with it. When foreign ships have free intercourse, then high and low are all mutually supplied. This is the third advantage. Fourth, the people live by commerce. A man holding a small quantity of goods sells them, and procures what he himself requires. Thus things pass from hand to hand, and in their course supply men with food and raiment. This is the fourth advantage. The government is therefore assisted—the people enriched—and both have means afforded them on which they may depend.

"At a former period (1520) the foreign mart was removed to Tien-pih, about one hundred miles from Canton. In another year (1534) Kwang-king, an officer of that district,
The Portuguese enjoyed nearly a century's priority of intercourse with the celestial empire, (from A. D. 1517); and, free from the competition of any other European nation, traded at various ports, subject only to occasional contentions, the result of acts of violence and injustice characteristic of those times,—perpetrated, perhaps, on both sides. In 1555, they appear to have concentrated themselves at Macao, where they built a town. We hear of their ships frequenting the port of Canton in 1578, and trading along the coast of China; but in 1631, in consequence of some disputes which had arisen with the natives, they were restricted to their own settlement at Macao.

Such was the state of affairs when, in 1634, the Portuguese, in consequence of the capture of their own vessels by the Dutch, were induced to charter an English ship, the London, from the Company's factory at Surat, for a voyage from Goa to Macao; and a convention having received a bribe, wrote to the superior officers of government, requesting to remove the mart to Macao, on condition of an annual duty of 20,000 pieces of money. Thus the Franks, in an under-hand way obtained admission into the country. They then began and built lofty houses. The merchants of Foo-kien and Canton flocked to them. They, in time, received addition to their numbers, and all the small surrounding nations, who formerly came thither, were afraid, and shunned them. Hence they assumed a sole right to the place.
was made, that the English should have liberty of trade at all the Portuguese settlements in Asia.

On the faith of this agreement, Captain Weddell, with three vessels under his orders, was despatched from London about the year 1635, by a company having the title of "Courteens Association," (in which Charles the First was a shareholder), for the purpose of making the first attempt, on the part of the English, to establish a trade with China. He carried with him, by way of credential, a letter from King Charles I. to the Portuguese Governor of Macao, who, however, in direct violation of the convention, peremptorily refused admittance to the British vessels. Nor did the opposition of the Governor stop here, for, as Captain Weddell found, on applying to the Chinese for permission to "traffic freely with them, on the same footing as our European precursors," the treacherous Portuguese had sent emissaries to Canton for the purpose of exciting a prejudice against the English.* In this object, by the

* It is remarkable that some twenty years before this period a strong prejudice against the English prevailed in China, by reason of the piracies committed by the Dutch, under the British flag, on the Chinese coasting junks. "But the Company's agent at Japan exposed this deception, by making the real facts known in China, and the good report of Englishmen (the Company's records state) was in consequence higher
double operation of bribes and aspersions on our national character, he so completely succeeded, that the courteous disposition manifested by the natives towards Captain Weddell in the first instance, gave place to feelings of so hostile a nature, that the Chinese commenced making warlike preparations, and actually fired several shots at his barge, when going on shore for water.

Incensed at this unprovoked outrage, "the English fleet (consisting of three small merchant vessels and a pinnace) displayed their red ensigns, and took a position before the castle, whence the Chinese discharged many balls at them before they could bring a piece of ordnance to bear, to return the fire. After fighting two hours, perceiving the courage of the Chinese to fail, Captain Weddell landed about a hundred men, at sight of whom the Chinese, in great confusion, abandoned the fort, the English entering, planting on the walls the British flag, and carrying on board all the ordnance found in it."

The result of Captain Weddell's exploit was his obtaining a patent for free trade, with liberty to fortify on any place out of the river. This invaluable privilege was, however, rendered there than ever." See Lords' Report on Foreign Trade, 1821, p. 284.
nugatory by the East India Company's hostility to "Courteen's Association,*" which was in consequence suppressed.

In 1644, the Chinese empire was conquered by the reigning Tartar dynasty. The southern provinces, however, were not reduced to submission for many years, during which the greatest anarchy prevailed; the coasts being scoured by native junks, which, acknowledging no law, plundered all who were not strong enough to protect themselves. In order to cut off the resources of these marauders, the Tartar government resorted to the extraordinary expedient of compelling the inhabitants of the southern shores to retire thirty Chinese miles towards the interior, and renounce all intercourse with the sea. The Portuguese, by especial indulgence, were excused from removing into the interior, but were prohibited from navigating their ships, or engaging in foreign trade. Entire stagnation of commerce was the

* "Courteen's Association" was established by King Charles I., to participate, with the East India Company, in the India trade, because (as the preamble to their license states) "the East India Company had neglected to establish fortified factories or seats of trade to which the king's subjects could resort with safety; had consulted their own interest only, without any regard to the king's revenue, and, in general, had broken the condition on which their charter and exclusive privileges had been granted to them."
result, and Macao was reduced to the greatest distress.

On the return of a more settled state of affairs, the Tartar government became desirous of a revival of foreign trade, and, accordingly, in 1678, the Viceroy of Canton invited the English to establish a factory at that place. Unfortunately, however, the English company, influenced by an apprehension of offending the Chinese chieftain, Koxinga, or rather his successor, with whom they had dealings at Amoy and Formosa, (then held by him in defiance of the Tartar Government) did not avail themselves of this desirable overture, which is the more to be regretted, as Koxinga’s power was shortly afterwards extinguished. On this occurring, the English turned their attention to Canton, but found themselves forestalled by their ancient rivals the Portuguese, who, in 1682, by a bribe of 24,000 taels (about 8000L. sterling) per annum—obtained from the Governor of Canton an edict prohibiting the merchants of that place from “trading with strangers.”* Accordingly, some English vessels which visited the coast about that period, were “warned off” by “a message from the General of the Tartar fleet, announcing that the Portuguese had petitioned him to turn

* See East India Company’s Records, laid before the House of Lords in 1821.
out all strangers," and "that there was a mutual obligation between the Emperor and the Portuguese not to permit a trade with any other European nation."

In 1685, the Emperor Kang Hê issued his famous edict by which the ports of the empire were declared to be open to all nations. It does not, however, appear that any change of policy at Canton was produced by this edict, which, therefore, it is probable that the governor of that province, influenced by the annual bribe of 8000£ from the Portuguese, contrived to evade.*

* That the impediments to foreign trade in China arose rather from the rivalry of Europeans than from any disinclination to commerce on the part of the natives, is further exemplified in the fact, that there are no records of the English trading with Formosa during the thirty-eight years of its occupation by the Dutch (from 1624 to 1662); while the Chinese chieftain Koxinga, who dispossessed the Dutch, invited foreigners to trade; and accordingly, during his rule, in 1670, an English factory was established. Koxinga's successor was conquered by the Tartars in 1681.

In like manner, when the Dutch attempted to open a trade with China, they were opposed not only by the Portuguese at Canton, but by the Jesuit missionaries at Pekin, who prejudiced the Emperor's mind by informing him "that they were only possessed of a small part of a country, which they faced by rebellion, from their lawful sovereign; and thereupon became pirates at sea, robbing all they met with in order to support their power on land."
The first notice, in the East India Company's published records, of an English vessel visiting Canton, is found in a communication to the Directors from the Factors at Surat, who state that a ship of 500 tons had traded at the former place in 1694; subject, however, to many vexations and extortions. There appear to be no details of our intercourse for the twenty years immediately subsequent to that period; but it is stated by Mr. Auber, the Secretary to the East India Company, that in 1715, "the intercourse with Canton had assumed somewhat of [the character of] a regular trade."

The Hoppo, or superintendent of foreign trade, invariably admitted our supercargoes to an audience, at which they stipulated, through their Linguist, for the observance of a series of articles, generally to the following import:

1. *Free trade with all Chinese without distinction.*
2. Liberty to hire Chinese servants, and to dismiss them at pleasure. English servants committing any offence to be punished by the supercargoes, and not by the Chinese.
3. Liberty to purchase provisions, &c. for their factory and ships.
4. No duties to be chargeable on the reshipment of unsold goods, nor on stores, such as wine, beer, &c. expended in the factory.
5. Liberty to erect a tent on shore for repairing casks, sails, &c.
6. English boats, with colours flying, to pass and repass the Custom houses without examination, and the sailors' pockets not to be searched.

7. Escuroires and chests to be landed and re-shipped without examination.

8. The Hoppo to protect the English from all insults and impositions of the common people, and the mandarins.

Not only, however, (as before stated,) have these reasonable privileges, with the exception of one or two of the least important, been abrogated by the Chinese, but disabilities and restraints the most humilitating have been inflicted on the European traders.

The wily Chinese were not slow in perceiving the value of a trade which allured so many Europeans to their shores, excited so eager a rivalry among them, and furnished the resources of those costly bribes which they had been accustomed to receive from the Portuguese. It therefore became their study to secure a continuance of the rich harvest, and seeing Europeans so lavish of their money, as the price of restraints upon commercial rivals, they naturally enough viewed a system of restrictions and disabilities as the readiest engine for extracting those gains which had gradually ceased to flow in, from the voluntary impulse of the mutual rivalry cherished by their foreign visitors.
Thus it became, to use the words of Sir George Staunton, "a part of the system of Chinese policy with respect to all foreigners, to restrict and restrain them to the utmost to which they will submit; but not to drive them to despair, and thus destroy a trade of considerable importance to the Chinese empire, and absolutely essential to the prosperity of one of its provinces."

All offices, from the highest to the lowest, under the Chinese Government, being objects of sale, the holders consider themselves justified in resorting to every possible extortion in order to obtain the largest return for the capital expended on the purchase; and the distance of Canton from the capital, enables the authorities

* The importance attached by the Chinese to foreign trade is exhibited in a Memorial to the Emperor from the Governor Fooyuen, and Hoppo of Canton, dated March 1832:—

"But this prosperous dynasty has shown tenderness and great benevolence to foreigners, and admitted them to a general market for a hundred and some scores of years, during which time they have traded quietly and peaceably together, without any trouble. How then would it suddenly put a barrier before them, and suddenly cut off the trade? Besides, in Canton, there are several hundred thousands of poor unemployed people who have heretofore obtained their livelihood by trading in foreign merchandise. If in one day they should lose the means of gaining a livelihood, the evil consequences to the place would be great."
at the former place to indulge their capacity to an extent never contemplated or sanctioned by the court of Pekin. In furtherance of their corrupt views, these provincial functionaries prohibit the Chinese from teaching Europeans the language, "on the ground that it might lead to their complaints reaching and troubling the Court." They thus removed all check on their malpractices; and being free to make any misrepresentations they pleased respecting Europeans to the Emperor, without the smallest chance of being contradicted, they have been able by degrees to obtain his sanction to many parts of a system of oppression and abuse, the most ingeniously calculated for its object of extortion which it is possible to imagine.*

* "The Chinese officers of government are continually changing their duties from one province to another. The amount that may have satisfied the officer of one year will be found insufficient for his successor. Pleas and pretences for requiring donations under so despotic a government are easily found, nor are they readily evaded." [From a paper by Mr. Elphinstone laid before the House of Lords, 1821.]

"It is from a corrupt influence that the selection for the principal officers in the various local governments proceeds; the Mandarins in the enjoyment of the imperial favour at Pekin, disposing, in most cases, of the situations of profit and authority to those in the several classes of Chinese distinction who are enabled to give the best price. Hence it follows, as a matter of course, that in the appointment of a new Viceroy,
The Company's supercargoes appear, at first, to have resisted the impositions of the Chinese or a new Hoppo, some irregular, illegal, or unauthorized practice is said to be discovered, for which penalties are threatened. These penalties are compromised by a bribe from those who are principally involved in the charge; and as it is the foreign trade which is best able to bear these exactions, it is to that source the Viceroy's and Hoppo's of Canton generally direct their first attention for the means of repaying the purchase money of their respective appointments, and also to enable them to accumulate as large a sum as possible during the few years (generally not more than four or five) they are permitted to hold those appointments. From the continued succession of functionaries, all owing their offices to the same influence, the venality of every branch of the service is perpetuated. So far as regards the foreign trade, this principle is the more detrimental, because from the shortness of the period to which the authority of each Viceroy and Hoppo extends, those officers have not sufficient opportunity to become completely acquainted with the whole detail of the foreign trade, whence they are of necessity obliged to place the more reliance upon the opinions and statements of the Hong merchants, and these, to serve their own purposes, generally impose upon their superiors such statements only as they think best calculated to answer the present emergency, whatever that may be; and, as some of the members of the Hong possess great wealth, the united accumulation of their predecessors and themselves in the same Hong, they have a corresponding influence with the local government, which is thereby induced to lend, at all times, a favourable ear to every representation they may make on points connected with the foreign trade of the empire." [From a paper which the Directors laid before the House of Lords in 1821.]
with becoming spirit. It was not unusual for them to detain their vessels at the mouth of the river until they had exacted an assurance of proper treatment from the Canton authorities. Failing to obtain such assurance, they had the alternative of trading at Amoy; the threat of doing which had, on more than one occasion, the effect of bringing the Mandarins to reason. It appears, also, that the supercargoes had sentries to guard their factory; a wholesome precaution which, like many others, has long since been discontinued.

The Company’s records, at a very early period, furnish a striking illustration of the Chinese character. "A private British ship (the Ann), belonging to Madras had (in 1710) seized a junk belonging to Amoy, in satisfaction of some injuries received at that port. The emperor, being informed of this, sent a special messenger to inquire into the affair; and, on his report, ordered the Mandarins, whose duty it was to see justice done the Madras merchants, to be severely punished."

"1718-19, January 16.—The seizure of the Amoy junk made the Chinese treat the English better than formerly. The Emperor obliged the Mandarins to make the owners satisfaction, and confiscated the remainder of their estates.

"1719, July 29.—The trade in China last year so good that Madras this year sent two ships. The seizure of the Amoy junk had
caused the English to be better treated than ever."—Lords' Report, 1821, p. 279.

Yct, with this striking example before them of the Emperor's desire to do justice, and their long experience of the provincial authorities' proneness to do wrong, the East India Directors, in 1751, adopted the preposterous policy of "authorizing their supercargoes to expend such a sum as they might see fit in endeavouring to obtain for the trade relief from exactions!"*

Attempts to restrict the dealing of foreigners to a few licensed Chinese, in violation of the privileges granted in 1715, are frequently noticed in the early history of our intercourse, but they were generally counteracted by the decisive measure of detaining the ships outside the port until the restriction was removed.

In 1754-5, however, three years after the Directors authorised recourse to bribery, the following remarkable notice appears on the Company's records:—

"An attempt made [by the Factory] to get rid of the practice of the English finding security merchants; in consequence of which, merchants of credit would not trade with them, and they were therefore on a worse footing than other nations who traded at the port."†

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* Auber's China, p. 167. See this extraordinary fact commented upon, ante, p. 9.

† See Lords' Report, 1821, p. 293.
In 1759, two years after Canton had obtained a monopoly of the trade, when the authorities were no longer restrained by the apprehension that foreigners would resort elsewhere, the limitation of our dealings to a few licensed Chinese was made part of the established system of trade, and those individuals, designated Security or Hong Merchants, were regularly incorporated under the name of the "Cohong," with whom alone Europeans were permitted to deal; all transactions with other Chinese, excepting, indeed, petty shopkeepers, being declared illegal.

In 1771, the supercargoes congratulate themselves on having procured the dissolution of this obnoxious Cohong at the cost of 100,000 taels (from £30,000 to £35,000), which they actually expended on the occasion.* In 1779-80, however, the same Cohong appears again in full operation, and was made the instrument, as it has continued to be ever since, of levying an additional tax on foreign trade, under the designation of Consoo Fund, the origin of which is thus related. Debts amounting to 3,808,075 Spanish dollars, were owing by Chinese to British subjects, which the latter were unable to recover; and on their representation of the fact to the Madras Government, Captain Panton, of his Majesty’s ship Sea-horse, was requested

* See Auber, p. 178.
to proceed to China in order to urge payment, and having instructions from Admiral Sir Edward Vernon, and as well as from Sir Edward Hughes, to insist on an audience with the Viceroy. This audience, after some delay, and not without the use of threats on the part of the British commander, was obtained, when Captain Panton received a fair and satisfactory answer to his application.* Not so, however, was the

* "This measure had occasioned very serious alarms at Canton. The Chinese merchants who had incurred the debt contrary to the commercial laws of their own country, and denied, in part, the justice of the demand, were afraid that intelligence of this would be carried to Peking; and that the Emperor, who has the character of a just and rigid prince, might punish them with the loss of their fortunes, if not of their lives. On the other hand, the Select Committee, to whom the cause of the claimants was strongly recommended by the presidency of Madras, were extremely apprehensive, lest they should embroil themselves with the Chinese Government at Canton; and, by that means, bring, perhaps, irreparable mischief on the Company's affairs in China. For I was further informed that the Mandarins were always ready to take occasion, even on the slightest grounds, to put a stop to their trading; and that it was often with great difficulty, and never without certain expense, that they could get such restraints taken off. These impositions were daily increasing; and, indeed, I found it a prevailing opinion, in all the European factories, that they should soon be reduced either to quit the commerce of that country, or to bear the same indignities to which the Dutch are subjected in Japan."—Captain King's Voyage in H.M.S. Discovery, s.n. 1780.
result; the "satisfaction" ultimately granted being the payment of one-half only of the debts without interest, by equal instalments, extending over a period of ten years; this tardy payment being made, not from the pockets of the Chinese, but from the new impost on European trade, already alluded to, as the Consoo fund. This took place, however, after Captain Panton's departure.

In their evidence before the House of Lords,* the East India Directors avow it as their system, "to temporize with the insolencies and caprice of the Chinese Government;" as "the servants of a commercial body, can bear many things which a King's officer could not, with due regard to the honour of his Sovereign, submit to." For this reason they opposed the appointment of a King's Consul at Canton, "as it might not become his office to submit to indignities which the servants of a body of merchants could endure without much disgrace."

Maxims such as these could not but be repugnant alike to the judgment and feelings of many of the Company's successive servants at Canton,† who, between a sense of duty, which

* See Evidence, Lords' Report, 1821, pp. 116 and 178.
† This is forcibly illustrated in a private letter (which has been published) from Sir Theophilus Metcalfe, chief of the
urged compliance with the instructions of their employers, on the one hand, and the dictates of

Factory, to the Chairman of the Court of Directors, respecting the proceedings of Sir Murray Maxwell, in battering the Bogue fort, and entering the river in 1816:

"Believe me, sir," he observes, "the acts of a Viceroy will ever continue arbitrary and unjust if not properly resisted. The trade only requires a check on his conduct and the extortions of other Mandarins at Canton, and I trust the cautious, judicious, and firm conduct of Captain Maxwell on this occasion will lay the foundation of placing the Company's trade on a steady footing, and receive that support from the ministers and court of Directors as will convince the Chinese that the blood of Lord Anson still flows in the veins of Englishmen. I might be told, as President of the Factory, these are not the sentiments I should promulgate. In reply, I assert, they are the sentiments held in private by every man who has visited China in the last twenty years; and it is only to be regretted that the continual victories gained by a few supercar-goes should not have carried such conviction as to make these sentiments more agreeable. I am aware that they are not to be stated in a public letter; but as throughout life I have never disguised my opinions, I feel it my duty to convey them in some manner."

Again, Sir Theophilus adds, "If he (Captain Maxwell) conceived the ambassador wished, and his own judgment determined him to insist on entering the Bogue, I pointed out the fallacy of negotiation, and that in China the act must be performed and then discussed. Had any formal application been made it would have been refused, not upon the laws of China, but the arbitrary pleasure of an hostile Viceroy; and any proceedings contrary to his expressed will and pleasure would have proved very serious. If these ideas should be
their own better judgment and experience on
the other, were betrayed into a vacillating and
inconsistent line of policy. The utmost opposi-
tion, which, under such circumstances, they
could offer to Chinese injustice, was generally
feeble in its effect, and, when unsuccessful, as
it often was, did more harm than good, inasm-
much as it shewed the Chinese how easily their
own passive perseverance could defeat it.

So sensible was Sir George Staunton of the
impolicy of the Directors’ views, that he attempts
to qualify the nature of them by observing, “It
will hardly be supposed it was intended here
to recommend any disgraceful or humiliating
compliances; these, however flattering they
may be for the moment to the vanity of the
people with whom we have intercourse, can
never permanently conciliate their good will;
they will generally be found to invite oppres-
sion, and they invariably insure contempt. The
practical consequences of such compliances in
aggravating the evils they were designed to

held as too strong, I have only to request I may be judged by
my public acts. Throughout my conduct in this present dis-
cussion, I condemn myself for forbearance, at the same time I
act from instructions, and have only the alternative of en-
deavouring to convince the Court that absolute submission is
not necessary!” &c. &c. &c.

(Signed) “Theophilus J. Metcalfe.”
remedy, the early history of the European intercourse with China has amply illustrated."

In 1784 occurred a tragical event, which completed the degradation of the English character in the eyes of the Chinese, the supercargoes having, in order to obtain a renewal of the trade, surrendered the innocent gunner of the ship Lady Hughes, to be strangled by the Chinese, in retaliation for the death of a native, who was accidentally killed while the ship was firing a salute. This occurrence the supercargoes of 1823 remark, "inflicted indelible disgrace on all parties concerned."*

An anecdote from Cook's voyages,† however

* Auber, p. 295.
† Capt. King, during his continuance at Canton (1780) "accompanied one of the English gentlemen on a visit to a person of the first distinction in the place; the captain having been previously instructed that the point of politeness consisted in remaining unseated as long as possible, readily submitted to this piece of etiquette; after which he and his friend were treated with tea, and some fresh and preserved fruits. Their entertainer was very corpulent, had a dull heavy countenance, and displayed great gravity in his deportment. He had learned to speak a little broken English and Portuguese. After his two guests had taken their refreshment, he conducted them about his house and garden, and when he had shown them all the improvements he was making they took their leave."—Cook's Voyages, vol. iv. p. 243. Ed. 1793. [Any one acquainted with China must, at once, perceive that the person of distinction alluded to could not have been a mandarin, but was a mere merchant.]
unimportant in itself, is given in a note, as strongly evincing the submissive spirit which then prevailed among the English in China.

Equally characteristic is the following extract from the Company's records:—

In 1781 Captain M'Lary of the Dadaloy, a private ship, learning, on his arrival at Whampoa, that war had broken out between the English and the Dutch, ventured on the unjustifiable proceeding of seizing on a ship with Dutch colours, as a lawful prize, and refused to resign her, when ordered to do so by the Chinese. "This led to a long and vexatious correspondence with the supercargoes, who were ordered to compel obedience, and threatened with fine and imprisonment. The matter was afterwards compromised by Captain M'Lary dividing the booty with the Chinese, who then treated him with marked attention and favour, but continued to offer insults and injuries to the supercargoes, so great as to render it doubtful whether they would not be compelled to take to their ships." *

In early times the Chinese appear to have taken no cognizance of offences, committed by one foreigner against another, leaving them to the more equitable jurisdiction of the respective nations, whose subjects were implicated. An

affray, however, having taken place in 1754, between some English and French sailors, in which one of the former was killed, the Chinese, for the first time, exercised their jurisdiction in cases of this description, at the instigation (as the French allege) of the English; which, if true, is a very serious accusation, more particularly as the Chinese seized and executed an innocent Frenchman for the crime. The correspondence on the subject has been published. "It only now remains for us to know," say the French to the English, "the motive which could have induced you to demand justice from the Chinese Government, with so much importunity, for the man who has been killed. We can only think that you had no other intention than that of injuring our commerce; but, gentlemen, in doing us a wrong, you do it to posterity and to all the foreign nations that are here."

"It is morally certain that the Chinese will no sooner have taken cognizance of affairs between Europeans, than it will be no longer possible to preserve that liberty which all nations have hitherto enjoyed, and by their acting on this occasion, they would use it advantageously to search by force into our very privacies for persons charged with the slightest offence."—Since this occurrence, the Chinese have occasionally exercised their jurisdiction in such matters, and at other times have waived it, according to the caprice or convenience of the moment.
The East India Company's monopoly being now at an end, the foregoing details would not have been entered on, were it not of importance, and, indeed, quite indispensable, in the consideration of our future relations with China, to be fully aware of the circumstances which have preceded and originated our present unfortunate position in that empire. And the writer is much mistaken if it have not appeared that the disabilities under which we labour, are little more than must have been expected from the faulty system hitherto pursued.*

It has been usual to attribute Chinese restrictions on Europeans to the twofold impulses of arrogance and fear; but the writer thinks he has proved that avarice has operated with them as a more powerful motive than either; on the sound conclusion that their extortions could be best perpetuated by founding them on disabilities and degradation.

* It is with much regret the writer has come to this conclusion, which is at variance with the opinion he formerly entertained, before having instituted minute inquiries into the leading facts detailed in the foregoing pages.