

But although this necessity is universally admitted and desired by every one who has the reputation of the national honour and prosperity at heart, we have seen with regret, that the subject has been on several occasions debased into a mere party question, and statements advanced tending to the disparagement of England, and calculated to lower this country in the scale of nations.

So far as the British public is concerned, the misstatements put forth are not material—"the bane and antidote are both before us," and the discriminating reader has the means of arriving at the truth. Sooner or later the fact must become apparent ; for an exposition takes place annually in Parliament, when the supplies are voted ; and the statements then set forth, or elicited from the responsible authorities, supported as they must be by official returns, signed and countersigned by the executive officers of the several departments, will outweigh anonymous assertions or mere newspaper paragraphs.

But, in giving currency to statements which, tend to disparage our naval power, an injury is committed of a far deeper dye ; an injury of such magnitude, that we can scarcely imagine the perpetrators to be aware of the evil they produce, by lowering our national reputation in the eyes of foreigners. The most respectable and influential journals are widely disseminated upon the Continent, being nowhere, we believe, interdicted, except in Russia ; and any passage depreciating our vaunted power, is eagerly received and triumphantly commented on by rivals, at all times jealous of our commercial prosperity, or monopoly, as they term it. That such statements should be found in English journals is indeed a melancholy realization of the fable of the oak rent by a wedge from its own trunk.

No one, who has not visited the reading-rooms in Continental cities can be at all aware of the exultation which every statement respecting the decay of our naval power produces. Foreigners very well appreciate the value of this right arm of our strength ; perhaps better than ourselves, and indulge the hope that the day may arrive when they shall regain that share of commerce of which they consider themselves unjustly deprived by might rather than right. We will state a case in point.

Our readers may remember that, in November last, a pamphlet * upon

* Two travellers, friends of our own, read a complete transcript of this pamphlet about the same time in the *Times Journal*, the one at Vienna the other at Tours, in the centre of France.

the state of the navy, purporting to be written by a flag-officer, and addressed to the Duke of Wellington, was copied verbatim *et seriatim* into the *Simes* journal.

The statements contained in this pamphlet, respecting the force of the French navy, were greatly exaggerated ; so much so, that the author deemed it necessary to publish a correction in a second edition. Now the appearance of this *brocheur*, so long as its circulation was limited to this country, so far from producing harm, was of considerable service ; it elicited a complete exposition of our naval resources from one Secretary of the Admiralty in Parliament, and from another in print, which has had the effect of setting the question at rest. But the bane was spread over the Continent ; no antidote was administered by the influential journal which gave it currency, and whose circulation extends so widely ; whilst the most depreciatory paragraphs, never contradicted, were copied into local papers, and generally diffused. The result of this, and other statements of the same nature, has been to create a feeling of Great Britain's decay, and to raise a spirit, which will in all probability render it necessary to resort to the same means that have more than once sufficed to dispel the delusion. To show the preposterous temerity which this feeling has attained, we annex one of many paragraphs of the same tendency, copied from a Paris paper, and published in the *Times* journal, on the 26th of October last.

“ Our Paris letter of Thursday contains the following passages :-

(The *Capitole*, the Russian journal published in Paris, and which, in imitation of its august proprietor, has taken up the Buonapartes and Buonapartism to spite the monarchy of the Barricades, contains in its number of this day an article on the British and Russian navies, from which, for the edification of your readers and for the honour of your Board of Admiralty, I shall make for you one or two extracts.

‘ England (says this Russo-Buonapartian organ) possesses only the powerless wrecks of her once formidable navy. Of 65 ships of the line, with which, by re-baptizing them twice or thrice a-year, she contrives to swell her navy list, 50 are unfit for service; 40 of them have been rebuilt or recast (*refondus*) three times, the rest twice. Six only, and they are the best in the eastern squadron, are on their first timbers, and may consequently be deemed to be at least fifteen years old. Of the 50 held in reserve, but which are totally unserviceable, four are guard-ships ; the rest are preserved in the dock-yards, like the mummies that are to be found in our museums.

‘ Of the 12 under the orders of Admiral Stopford, and three which have been fitting out since the middle of June last, the crews consist of 7,500 men only ; being about the complement necessary for seven sail of the line in time of war.’

“ The writer then proceeds to state, that of the 140,000 seamen who man the commercial navy of England, only 45,000 are Englishmen ; while of the 120,000

which man the merchant ships of the United States, 50,000 are British, 20,000 French, and 10,000 Germans, Italians, or Portuguese.

‘ Russia has 20 sail of the line in the Baltic ; in her ports on the Black Sea, in three divisions, 26, all armed and equipped. Five only of these have been remodelled ; the rest have come off the stocks within these twelve years. This gives 46 sail of the line new, or nearly so, but at least perfectly solid. The mean number of seamen on board these vessels is 700 ; total, 34,960, or four times the number on board the British fleet.

‘ To sum up-Decrepitude, weakness, poverty, insolence, hatred, ill-will, selfishness, on the one side ; on the other-youth, health, vigour, strength. Russia possesses not only her ancient limits, but, if necessary, the division and the domination of the world.’ ”

The supposition of Great Britain’s decline, induced by the same means, extends through our colonies, in fact to every quarter where our leading journals are circulated ; and the motives for depreciating statements, being unknown and unsuspected by strangers, who take no interest in our party politics, they can scarcely believe that they should be published for any other purpose, than that of diffusing correct information upon a point so interesting in a national view.

One of our first duties in a journal which desires to guide national opinions, and to disseminate truth, is to disabuse the public mind in those quarters, where the industrious settlers depend for the security of their lives and property on the ability of England to maintain her maritime ascendancy, and to afford them the protection of the British flag, in return for their loyalty and allegiance.

Repudiating, therefore, all party feeling or bias on such a subject, we shall enter upon an investigation of the state of our maritime resources, with the cordial endeavour to elicit the truth, and for the better understanding of the subject, and in order to enable our readers to test the soundness of our deductions, in fact, to draw his own conclusions, we have carefully collated and arranged the following tables, embracing the period which has elapsed since the commencement of the present century, including seasons of war and peace, and these we place on record, so that they may be available for reference on this and future occasions.

We have availed ourselves of the data published by Porter, Marshall, M’Culloch, Moreau, the Parliamentary Reports, and other accessible resources ; and although we do not vouch for the perfect correctness of these tables, because some of the official returns are made up to the 30th of September, whilst others extend to the 31st of December in each year, and will, therefore, differ when contrasted-they are sufficiently correct for the purpose of this inquiry,

As all admitted authorities, whether historians, statisticians, or political economists, agree in considering the elements of the naval power of a state, to consist in the extent and quality of its mercantile marine, which not only affords the men necessary to man a fleet in seasons of war, but to maintain that fleet by repairing the casualties produced by conflict with the enemy or the elements : our first business is to inquire how we stand in this respect ? whether we do in fact possess the same resources as formerly sufficed to render us triumphant over all the naval powers of the world combined ; or whether we have, as has been asserted, fallen upon evil times, and this principal constituent of our naval strength become impaired or diminished ?

It is needless, at present, to moot the question as to whether the seamen destined to protect the state may, or may not, be reared up in the royal navy : admitting such to be the case, it can only be accomplished to a limited extent, for no one will advance the preposterous notion that the expense of maintaining the large numbers required in war, should be inflicted upon the country throughout a long season of peace. Repudiating such argument as this, we shall consider our seamen in the character that our wisest statesmen have always regarded them, being the most valuable subjects we possess, and fitly described in the words of an old author, “ as our Defence and Treasure, and in this we have the advantage of kingdoms on a continent. There, large armies are a charge and burden to the country they defend, but our sea armies may be as useful to enrich the nation, as they are to secure it,” &c.*

It is to this essential point, the real state of the principal element and source of our naval power, that we will direct our first attention ; for if it shall appear that this is preserved intact, the demonstration of warlike force is always available, and can be displayed to a greater or less extent as the occasion warrants. The number of ships, or of men employed in actual service, in the queen's fleet, we hold to be a matter of secondary importance ; for this will altogether depend upon the aspect of affairs, our relations with foreign countries, and many other causes, of which those in authority, responsible for their conduct, are the proper judges. The policy of a wise and provident minister, is to husband the resources of the state, to make no wanton or ostentatious display of a force calculated to excite the jealousy or apprehension of rival nations, and induce the like cause, thus perpetuating the cost of large armaments : but above all, to foster and encourage our maritime and mercantile resources, so that when occasion demands

* Essay on Trade by Sir Francis Brewster.

their display, they may be found in a state of inherent vigour and vitality.

Leaving, therefore, that portion of our subject which pertains to our effective naval force, and the resources in store for rendering it suddenly available, to be treated of in a succeeding number, we shall for the present confine ourselves to what we consider the far more important inquiry into the state of that branch upon which the other so greatly depends.

Were it not for the natural position of this small island, and the indigenous feeling in favour of a sea-life, which exists in the greatest portion of its inhabitants around the coast, it is impossible that we could long maintain our maritime ascendancy, in competition with those countries which possess all the materials necessary for the building, furnishing, and victualling 'ships in greater profusion, and so much cheaper, than ourselves. In war, when property on the continent is insecure, and when no hostile flag can appear on the sea with impunity, it is not to be wondered at that we should assert, and, under the protection of our navy, maintain a monopoly of trade ; but in seasons of peace, when foreign nations can enter into competition with safety, produce ships, and support their crews at little more than half the cost we are at, it is matter of astonishment that we should be able to preserve our position. The solitary item in which the expense of a British vessel does not greatly exceed that of foreigners, is wages, and this applies only to the United States of America, where the seaman earns a trifle higher. But, spite of the general competition, the following tables will show that we not only do maintain our position, but that we are bettering it every succeeding year.

We have selected the data hereinafter set forth, because they show, beyond all cavil or question, that the number and amount of ships, tons, and men belonging to the British empire is gradually and yearly increasing. We might have added tables of the tonnage entered inwards, and cleared outwards; but these are only so far valuable as showing an increase of trade, for the repeated voyages of the same vessels are included. Therefore an active mercantile navy, although of less tonnage than a sluggish one, will produce a greater result ; and such is indeed the case with those vessels that avail themselves of steam-tugs to expedite their voyages, instead of lying wind-bound as formerly ; to say nothing of the steam-vessels themselves, that carry cargoes and make such rapid voyages. In the face of all this, which it might be supposed would, added to foreign competition, have tended to retard the increase of our tonnage, the reverse is the fact ; and the latter years particularly of the

following Tables, being the periods when steam has been more general adopted, afford the most gratifying result.*

MERCANTILE SHIPPING BELONGING TO THE BRITISH EMPIRE.

Number of vessels, with the amount of their tonnage, built and registered in ports of the British Empire.

Number of vessels, their tonnage, and the men employed in navigating the same, belonging to the ports of the British Empire.

Year.	United Kingdom.		British Plantations.		Total of the British Empire.		United Kingdom.			British Plantations.			Total of the British Empire.			
	Vessels	Tonnage.	Ves.	Ton.	Ves.	Ton.	Ves.	Tons.	Men.	Ves.	Tons.	Men.	Ves.	Tons.	Men.	
1801	939	111,559	126	11,044	1,065	122,593	16,426	1,786,325	132,286	3,285	251,928	17,480	19,711	2,038,253	149,766	
1802	930	102,465	351	35,043	1,251	137,508	17,207	1,901,162	136,623	3,361	226,893	17,907	20,568	2,128,055	154,530	
1803	1,135	115,045	264	17,304	1,402	135,349	18,068	1,986,076	139,442	2,525	181,789	14,386	20,893	2,167,863	153,825	
1804	750	81,494	241	14,476	991	95,979	18,870	2,077,061	149,282	2,904	191,509	14,492	21,774	2,268,570	153,774	
1805	743	72,746	255	16,838	1,001	89,584	19,027	1,892,489	142,245	3,024	190,953	15,467	22,051	2,283,442	157,712	
1806	640	60,293	132	5,905	772	69,198	19,315	2,079,914	142,777	2,867	183,800	13,244	22,182	2,263,714	156,031	
1807	653	59,789	117	8,211	770	68,000	19,380	2,097,327	142,310	2,917	184,794	13,565	22,290	2,281,621	157,875	
1808	479	47,892	89	9,248	568	57,140	19,580	2,130,396	144,024	3,066	194,423	13,081	22,646	2,324,819	157,105	
1809					627	63,098	19,882	2,167,221	146,741	3,188	201,247	13,857	23,070	2,368,468	160,598	
1810					706	86,222	20,253	2,210,661	150,038	3,450	215,383	14,157	23,703	2,426,044	164,195	
1811		Documents destroyed by fire.				911	117,255	23,478	2,247,332	148,162	5,628	227,452	14,385	24,106	2,474,774	162,547
1812					810	96,150	20,637	2,263,731	150,059	3,470	216,068	14,971	24,107	2,484,799	165,030	
1813							20,951	2,348,893	158,881	2,659	165,591	11,676	23,640	2,514,484	165,537	
1814	733	86,980	131	11,069	864	97,949	21,550	2,414,170	158,057	2,868	202,795	14,729	24,415	2,616,965	172,756	
1815	949	104,479	234	24,061	1,183	128,540	21,869	2,477,831	162,603	2,991	203,445	14,706	24,860	2,681,376	177,309	
1816	866	85,118	408	32,253	1,274	117,401	21,775	2,421,354	155,542	3,751	243,632	15,471	25,346	2,664,986	171,013	
1817	766	82,108	316	22,321	1,082	104,429	23,089	2,504,297	161,961	3,775	279,643	16,559	25,864	2,783,940	178,820	
1818	761	87,065	298	17,301	1,059	104,366	22,024	2,452,608	158,488	3,483	221,560	15,121	25,507	2,674,468	173,608	
1819	797	90,472	328	21,701	1,125	112,173	21,997	2,451,597	158,830	3,485	214,799	15,485	25,452	2,666,396	174,318	
1820	635	68,142	248	16,440	883	84,582	21,969	2,439,029	159,210	3,405	209,564	15,304	25,374	2,648,593	174,514	
1821	597	59,452	275	15,365	872	74,847	21,652	2,355,853	154,283	3,354	204,350	14,596	25,036	2,560,203	169,179	
1822	571	51,533	209	15,611	780	67,444	21,238	2,315,403	151,317	3,404	203,641	15,016	24,642	2,519,044	166,333	
1823	604	63,788	243	22,240	847	56,028	21,042	2,302,867	150,738	3,500	203,893	14,736	24,542	2,506,760	165,474	
1824	837	93,219	342	50,522	1,179	143,741	21,280	2,348,314	153,548	3,496	211,273	15,089	24,776	2,559,587	168,637	
1825	1,003	124,029	536	80,895	1,539	204,924	20,701	2,328,807	150,476	3,579	214,875	15,059	24,280	2,553,682	165,535	
1826	1,131	119,086	588	86,534	1,719	205,640	20,968	2,411,461	153,559	3,657	224,183	14,077	24,625	2,635,644	167,636	
1827	911	95,033	529	68,908	1,440	163,946	19,524	2,181,138	134,195	3,675	279,362	17,220	23,199	2,460,500	151,415	
1828	857	90,069	464	50,844	1,321	140,913	19,646	2,193,300	134,069	4,449	324,891	20,507	24,095	2,518,191	155,576	
1829	734	77,635	416	39,237	1,150	116,872	19,110	2,199,959	134,516	4,343	317,041	20,292	23,453	2,517,000	154,508	
1830	750	77,411	367	32,719	1,117	110,130	19,174	2,201,592	133,649	4,547	330,227	21,163	23,721	2,531,819	154,512	
1831	760	85,707	376	34,290	1,136	119,997	19,450	2,224,356	136,016	4,792	357,608	22,406	24,242	2,581,964	158,422	
1832	759	92,915	386	43,397	1,141	136,312	19,664	2,261,860	138,432	4,771	356,208	23,204	24,435	2,618,068	161,634	
1833	728	92,171	431	52,476	1,159	144,647	19,689	2,271,301	140,089	4,696	363,276	23,911	24,385	2,634,577	164,000	
1834	806	102,700	425	55,817	1,231	158,527	19,975	2,312,355	142,026	5,080	403,745	26,035	25,055	2,716,100	168,061	
1835	916	121,722	455	63,230	1,371	184,952	20,300	2,360,303	143,109	5,211	423,458	27,911	25,511	2,783,761	171,020	
1836	709	89,636	376	49,976	1,085	139,612	20,388	2,349,749	142,131	5,432	442,897	25,506	25,820	2,792,646	170,637	
1837	1,005	135,922	388	58,825	1,393	194,747	20,586	2,333,521	143,462	5,501	457,497	30,044	26,037	2,791,018	173,506	
1838	1,147	161,459	343	45,811	1,490	207,270	20,912	2,420,759	147,357	5,697	469,842	31,226	26,609	2,890,601	178,533	

* Records destroyed by the fire at the Custom House.

† This falling off in the number of ships is only nominal. The numbers returned in previous years were made up of all vessels admitted to registration, and which were assumed to exist until evidence to the contrary was produced. The new Registry Act, 6 George IV. cap. 110, obliged the owners of all vessels to register them anew, and the return of the year 1827 being founded on the new registration, must necessarily be correct.

* We may remark, that the registered tonnage of steam-vessels represents only about half the real tonnage; the space occupied by the boilers and machinery not being included. Thus the Great Western, measuring upwards of 1300 tons, is only registered at 679; and the British Queen, of more than 2000 tons burden, is registered at 1053. The tonnage of steam-vessels, described at p. 34, as amounting to 82,716 tons, would therefore, if measured by the same rule as other vessels, produce nearly double that amount, and represent our total tonnage in 1838 as upwards of 179,000 tons. This should be taken into account when contrasting the present period with those dates when steam-vessels did not exist.

It needs but a reference to the foregoing table to prove, that, spite of all difficulties, in defiance of competition and the assertions of those who declaim upon our fallen condition, that this important element of our naval power is in a healthy state ; for the last return presents a surplus over any former year, even when our monopoly was at its height, as regards the number of ships built in the year. It is remarkable, too, that, although the total number of vessels appears less than during the period embraced between 1813 and 1823, the tonnage and the number of men employed are considerably more ; and the great increase of 1838 over the few preceding years, with the activity of ship-building in 1839, notwithstanding the disastrous state of the money market, leads us to believe that, when the returns for last year are published, they will afford the same results.

But there is another thing to be considered as regards these items up to 1827, when a decrease of 2000 vessels appears. By a note, we perceive that the new registry, brought to bear upon the returns of that year, made it apparent that a considerable number of vessels, long before lost, or broken up (but of which the authorities had received no account), had been retained on the register of shipping. This has occurred again ; for in 1836, when the returns under the Merchant Seamen's Act were called for from the owners of all vessels supposed to exist, many replied, that in the interval between 1825 and 1836, their vessels had been lost or broken up ; and as they were not required by law to give any notice of the fact, unless the ship's register was preserved, they took no further trouble in the matter, as was the case up to 1827. But if these vessels had been retained on the register, instead of being struck off gradually as their non-existence became known, the list would have been swelled up to a much greater extent. We may therefore now consider these official documents as affording a fair and correct return, particularly since a clause has been introduced into the 1st and 2nd of Vic. c. 113., which makes it imperative on the owner of every vessel lost, burnt, broken up, or otherwise disposed of, to report the same as soon as he becomes aware of the fact, in order that the register be cancelled.

All these points considered, it will be admitted that alarm on this score is groundless ; for this essential element presents a most satisfactory appearance. We are next to consider the quality of our ships and seamen, as compared with those of past times,

Although the fact is notorious, that now, as ever, many worthless vessels are employed, to the great loss of life and property, and it is hopeless to expect any material alteration in this respect so long as the

present system of insurance endures, it is generally admitted that a vast improvement has taken place in ship-building, both as regards the form and solidity of construction, within the last few years. This may be owing to the amendments in the law of admeasuring tonnage ; but whatever the cause, we are satisfied with the effect. There is an evident improvement in our seamen also, produced by the apprentice laws, one of the wisest measures which has been enacted for many years, be the second what it may. The complaint was becoming general of the deterioration of our seamen, produced by a relaxation of those laws, under the operation of which our best mariners were reared in past times ; but falling into abeyance, a number of objectionable persons, the outcasts of other trades, assumed the character of seamen, and brought discredit upon the calling, not only from want of ability, but by their refractory conduct. This evil had attained to such a height, so far back as 1823, when most of the seamen reared as apprentices during the war were worn out, and replaced by persons such as we have described, that the act (4 Geo. IV. c. 25.) was passed in that year, providing a scale of tonnage, under which owners of vessels were required to maintain apprentices. This statute came into operation on the 1st of January, 1824 ; but as no special authority was appointed to carry it into execution, and to see that the provisions were complied with, it was found nearly, if not entirely, nugatory, only those owners who had been in the habit of rearing apprentices in their employment continuing to do so.

It appears by the Parliamentary returns, that, whereas the number of apprentices which should. have been maintained under the 4 Geo. IV., cap. 25, amounted to 13,605, only 5429 were actually in existence in 1835.

The remedy for this was provided for in the 5th & 6th of Wm. IV., cap. 19, now in operation ; and the effect produced and already perceptible, is one of the most gratifying results connected with our inquiry. We find that upwards of 24,000 boys are now recognized as indentured apprentices in the merchants' service ; that a considerable number, bound under the provisions of that act, have already merged into seamen, and many thousand others are upon the point of doing so ; their places being immediately filled up by young boys, to be reared to maturity in the same school that produced the mariners of former days.

When we inform our readers that this law is calculated to produce, annually, above 5,000 trained seamen, and to maintain afloat 20,000 lads and boys in addition, in different stages of transmission—from the youth just apprenticed, to the young man on the point of completing his term—they will join with us in appreciating a measure so well calculated

not only to increase the number, but the quality, of our seamen. Under the operation of this law, we shall, after the lapse of a few years, have no other mariners but such as have served an apprenticeship to the sea; and if ship-owners and masters adopt the course of training them to habits of subordination, they will not be excelled, in any respect, by the best seamen we ever possessed.

There is much room for amendment in the character of the masters and mates of merchant-vessels, who should have some greater pains bestowed upon their education, than what is sufficient to qualify in point of seamanship. We are glad to perceive, that in some of the northern ports, the owners have formed resolutions not to put any one in command of a vessel until he has passed a certain examination. This will have very excellent effect ; and we do think that owners of vessels can accomplish many other improvements connected with their interests, if they would, like other classes, cordially *combine, and support those influential and leading members of their body, who are labouring for their good. But this is a point which we need not dilate on. If the intelligence of masters and mates of vessels is not much improved, or does not keep pace with the advance made by other classes, we do not imagine it is any worse than formerly, and this is sufficient for our present purpose.

It remains to mention another important element of our naval power, which will in time, perhaps, become the most important of any ; we allude to steam navigation.—It would appear that in any and every thing connected with the sea, this favoured country seems destined by Providence to outstrip all rivalry, not by slow or doubtful strides, but by rushing impetuously and irresistibly far in advance of competitors, with an energy that excites universal admiration. A view of the tables we annex shows the immense progress made in this branch, within a few years ; and the reader will bear in mind, that, owing to our coasting navigation requiring strong substantial sea-going vessels, a great majority of those enumerated are quite capable of being armed, and nearly all of being useful as tugs, or in attendance on a fleet destined for attack or defence.

We shall content ourselves in the present article, with enumerating the amount of these vessels, and placing before the reader the best accounts to be obtained from documents already published, and corrected to the latest period ; and first we call his attention to the following tables, showing the number of steam-vessels registered, and the number of vessels belonging to the several divisions of the British Empire,

An ACCOUNT of the Number and Tonnage of Steam Vessels built and registered in each Year from 1814 to 1838, distinguishing British Possessions in Europe from the British Plantations.

Years.	England.		Scotland.		Ireland.		United Kingdom.		Isles : Guernsey, Jersey, & Man.		British Plantations.		Total.	
	Vessels.	Tonnage.	Tessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1814	—	—	5	285	—	—	5	285	—	—	1	387	6	672
1815	2	161	7	625	—	—	9	786	—	—	1	608	10	1,394
1816	4	298	4	270	—	—	8	568	—	—	1	670	9	1,238
1817	4	227	3	194	—	—	7	421	—	—	3	1,633	9	2,054
1818	3	1,124	3	216	—	—	6	1,340	—	—	3	1,198	9	2,538
1819	2	175	2	167	—	—	4	342	—	—	—	—	4	342
1820	3	102	4	403	1	150	8	655	—	—	1	116	9	771
1821	12	7,463	10	1,545	—	—	22	3,008	—	—	1	258	23	3,266
1822	23	2,080	4	369	—	—	27	2,449	—	—	1	185	28	2,634
1823	17	2,344	2	125	—	—	19	2,469	—	—	1	52	20	2,521
1824	12	1,687	5	547	—	—	17	2,234	—	—	—	—	17	2,234
1825	19	2,600	5	403	—	—	24	3,003	—	—	5	1,189	29	4,192
1826	50	5,920	22	2,718	—	—	72	8,638	—	—	4	404	76	9,042
1827	18	2,264	9	994	1	118	28	3,376	—	—	2	408	30	3,784
1828	25	1,687	5	352	—	—	30	2,039	—	—	1	246	31	2,285
1829	13	1,080	3	671	—	—	16	1,751	—	—	—	—	16	1,751
1830	10	931	8	814	—	—	18	1,745	—	—	1	481	19	2,226
1831	24	2,054	7	695	—	—	31	2,749	—	—	5	1,687	36	4,436
1832	19	943	14	1,908	—	—	33	2,851	—	—	5	1,239	38	4,090
1833	27	1,964	6	964	—	—	33	2,928	—	—	3	1,017	36	3,945
1834	26	3,453	10	1,675	—	—	36	5,128	—	—	3	628	39	5,756
1835	63	6,844	23	4,080	—	—	86	10,924	—	—	2	357	88	11,281
1836	43	5,924	20	2,834	—	—	63	8,758	—	—	6	942	69	9,700
1837	53	6,223	22	4,488	3	958	78	11,669	—	—	4	478	82	12,147
1838	66	6,286	18	3,263	—	—	84	9,549	—	—	3	288	87	9,837