

**PLAN OF THE BANK OF ASIA** [to be incorporated by Charter].—  
Capital Three Millions, in Thirty Thousand Shares of One Hundred Pounds each, [with a reserved power of augmentation].

1. England possesses on the continent of Asia, and on its adjacent islands and coasts, upwards of half a million square miles of fertile territory, bounded by the great rivers Ganges, Brahmaputra, and Indus, and peopled by more than one hundred million of intelligent and industrious British subjects. This vast country and commercial people are free to carry on mercantile intercourse with China, Tartary, Persia, Sinde, Arabia, Africa, Birmah, Siam, Australia, and the rich islands of the Pacific and Great Southern Ocean.

2. The soil of India is of unsurpassed fertility, yielding annually three to four crops, and abounding in grain, cotton, wool, sugar, coffee, tea, spices, tobacco, dyes, drugs, hides, flax, linseed, timber, &c. ; while beneath the surface, coal, iron, copper, lead, tin, gold, and other minerals, require only the aid of the capitalist,\* and the skill of the miner to be produced in incalculable quantities. There is perfect freedom of trade—no restrictions on ‘European or native industry—and remarkable facilities for the prosecution of mercantile enterprise.

3. Amidst this profuse wealth, the interest of money is from 12 to 24 per cent. per annum ; the entire maritime trade not exceeding yearly twelve million sterling, while the consumption of British manufactures among one hundred million British subjects, and fifty million adjacent tributaries, does not average “ sixpence ” per head per annum !

4. In the whole of British India there are but four public banks, † viz. two at

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\* It is not probable that a shilling of English capital has been invested in the soil of India since the termination of the East India Company’s commercial charter ; while the India territory has lost the benefit derived from upwards of **£1,500,000** mercantile profits annually made by the East India Company on the tea trade, &c.

† At Calcutta, the “ Bank of Bengal ” is partly a local government bank, and partly a public institution. It was founded in 1809. Its shares have long been at a premium of 50 to 60 per cent. The annual dividend averages 10 per cent. and it has distributed still further profits in bonuses. Recently it has been **authorised** to enlarge its capital to S.R. **7,500,000**, = ~750,000 sterling. It has a local charter from the Bengal government. The “ Union Bank ” at Calcutta, was founded in 1829, in consequence of the failure of all the private European bankers, who mixed up their commercial and banking transactions together. The shares of the Union Bank are at 30 to 40 per cent. premium. The amount of dividend is 10 per cent. It has no local charter. Recently it has also extended its capital to **£1,000,000**. The “ Bank at Agra ” is of more recent formation, and consists principally of the civil and military servants of the N. W. provinces of India. It is a small but thriving establishment. The profits of the year ending June **30th**, 1839, were **R. 308,550**. The dividend is 11 per cent. ; the premium on shares **50** per cent. The bank at Madras is a small government bank, for the convenience of the local authorities. There is no joint stock bank at Bombay ; one is now projected. There is no joint stock bank in the fine and rich island of Ceylon ; none for the valuable trade of several millions sterling which we carry on with the “ Straits ; ” in fact, no part of the globe presents such a defective banking accommodation as British India.

Calcutta, one at Agra, and one at Madras. These banks, whose available capital is less than two million sterling, have little or no intercourse with England, and their business is chiefly confined to the limited population of the presidencies where they act. The great mass of the people are dependent on the shroffs, or money-lenders, for pecuniary assistance, at the rate of one to two per cent. per month, or on the government, for advances to carry on their agricultural operations from seed-time to harvest ; the monetary circulation is silver, copper, and shells ; and the precious metals are fast diminishing by exportation and use, without any representative of value being substituted.

5. The annual remittances from India to Europe of about five million sterling (including £3,600,000 to pay military and civil territorial charges in England), are made either in specie, by consignments of merchandise, or in bills negotiated through private individuals engaged in various transactions ; thus injuriously confounding the distinct operations of trading in produce and banking in money, instead of the banker being the intermediate agent between the buyer and seller of commodities, thus preserving to all classes the full benefits of free mercantile exchange.

6. Greater steadiness and security of commerce---a diminution in the rate of

“ Union Bank, Calcutta.”—Transactions for half year, ending December 31st, 1838 :

Net amount of profit realized on half year . . . . . C.R. 331,990  
 Undivided surplus of previous half year.. . . . 22,613

C. R. 344,603

Divided on a paid-up capital of C. R. 7,132,676, affording a dividend of 10 per cent., having a reserved fund of C. R. 31,902.

The actual dividend declared for 1838, was 11 per cent., “ although there had been a reduction in the rate of discount, and the division of profits-was over a double number of shares.” (Report to Shareholders. ) Number of shareholders, **410.**

Highest amount of notes in circulation for the half year, C. R. 608,884 ; lowest ditto, C.R. 306,192.—*Asiatic Journal*, May, 1839.

“ Bank of Bengal. ”—The following is the most recent statement of the affairs of this bank, June 29th, 1839 :—

Cr.	C.R.	Dr.	C. R.
Bank notes and post bills outstanding, and claims payable on demand.. . .	12,094,243	Cash and government securities . . . . .	8,256,377
Suspense account . . . . .	137,815	Loans on deposits . . . . .	7,131,235
Ditto, ditto, B.N. . . . .	39,167	Credits on deposit securities . . . . .	1,770,025
Receipts on account of new stock of 1838-40 . . . . .	704,000	Bills on government discounted . . . . .	737,168
Net stock . . . . .	9,267,779	Private bills discounted . . . . .	1,811,248
		Joint liabilities, bills, and notes . . . . .	106,911
		Agency at Mirzapore. . . . .	2,270,000
		Doubtful debts . . . . .	27,622
		Dead stock . . . . .	132,415
	<u>Total 2,243,004</u>		<u>Total C. R. 22,243,004</u>

interest-an advantageous investment for the dormant capital of the mother-country-and a strengthening of the social connexion between the distant possession and the parent state-are benefits universally acknowledged to have resulted from the establishment of banks in London for the carrying on the monetary operations and exchanges of the West Indies (“ Colonial Bank”), \* North America (“ British North American ”), † Australasia (“ Australasian Bank ‡ and Australia, § &c. ), and Ireland (“ Provincial and other Banks ”), II and which benefits may reasonably be inferred to accrue from the establishment of the “ Bank of Asia” for the vast British territories in the Eastern hemisphere.

7. The speedy and regular communication which steam navigation ensures—the progressive developement of the innumerable resources of India-and the strong growing public interest for that most valuable portion of the British Empire-indicate that the time has arrived for the useful establishment of a well-regulated Joint Stock Bank, with a large available English capital, to be employed in the regulation of the exchanges between Europe and Asia, and in the improvement and augmentation of the commerce between the two hemispheres.

8. The “ Bank of Asia” will be a bank for deposit and discount, for granting letters of credit, negotiating bills of exchange, issuing cash notes, and for making loans on the security of remittable produce, on dock warrants, and on such other securities as is consistent with the province of legitimate banking transactions. It seeks no monopoly, or exclusive privileges, from the governments in England or India, and relies solely for its success on the amount of its capital-on the soundness of its principles-and on the financial knowledge and mercantile information of its agents.

9. Branches will be established at the presidencies of Calcutta, Madras, Bombay, and Agra ; at Columbo, (Ceylon) and at Singapore. The banks at these stations will be carried on by managers and accountants deputed from England, aided by a small local direction, consisting of shareholders in the stock of the Bank of Asia, and appointed by the Court of Directors in London, after the manner exercised by the “ British North American,” the “ Australasian,” and other provincial banks whose seat of government is in the metropolis.

10. The shares are numerous, in order to give a fair opportunity to many persons to participate in the benefits of the establishment ; and a limited number will be solely appropriated for gradual and careful distribution in different parts of Asia, in proportion to the business which applicants for shares may subsequently

\* Founded 1837 ; subscribed capital, £2,000,000, in \$100 shares ; £25 paid ; worth £30 ; dividend 7 per cent.

† Founded 1836 ; subscribed capital, £1,000,000, in £50 shares, of which £30 paid up ; dividend 6 per cent.

‡ Founded 1834-35 ; subscribed capital, X400,000, in £40 shares, all paid up, worth £65 to £70 ; dividend 8 per cent.

§ Founded September, 1837 ; dividend 9 per cent. now declaring.

|| Founded 1825 ; subscribed capital, X2,000,000, in £100 shares ; £25 paid ; worth £44 ; dividend 8 per cent. and bonus,

These examples sufficiently illustrate the benefits derivable from the establishment of such banks. The two last-named have issued additional shares at a premium. The “ Provincial Bank” has now £1,000,000 deposits, and in addition to 8 per cent. annual dividend, it has divided £40,000 in bonuses,

bring to the bank. . No individual can hold more than one hundred shares in the capital stock of the company.

11. The dividends will be payable half-yearly, 'abroad as well as at home, on personal application, or by powers of attorney, and the scrip may be transferred at any of the branches in Asia, without remission to Europe..

12. The qualification for a Director of the Court in London, will be twenty shares, and for a Member of the Local Boards at each of the Branches, ten shares.

13. All letters of application for shares, must contain a remittance of one per cent. per share ; and four per cent. more will be required on the allotment and delivery of the scrip certificates. All further calls will be made at a rate not exceeding five per cent., at intervals of not less than three months' notice.

14. A statement of the accounts and a balance sheet will be annually prepared by the Court of Directors, and laid before the proprietors at a yearly public meeting in London, on the 1st of June, subject to the revision of auditors to be named by the proprietors.

#### PRINCIPLES ON WHICH THE BANK OF ASIA IS FOUNDED.

1. The bank to obtain a Charter ; limiting the liabilities of its shareholders, enabling it to sue and be sued as a corporate body, and empowering it to commence business at home and abroad, when two-thirds of the capital be subscribed for, and one-third of the subscribed capital be paid up.

2. Business to be confined solely to banking operations : viz.---1st. Receiving deposits ; 2nd. Granting letters of credit ; and issuing cash notes and bank post bills-; 3rd. Discounting approved negociable securities ; 4th. Buying and selling bullion ; 5th. Remitting funds to and from Asia and Europe ; 6th. Realizing for constituents dividends on stock, &c., and investing funds in government and other securities.

3. One-third of the paid-up capital of the bank to be kept in cash, or in immediately available securities ; and no bills to be discounted, or securities negotiated, unless the amount of cash in the possession of the bank be equal to one-fifth of all issues then payable on demand.

4. So money to be lent on the mortgage of lands, houses, or other immoveable property ; no advances to be made on agricultural crops, or other contingencies ; and no goods, whether perishable or otherwise, which require warehousing, to be @ken into the personal keeping of the bank.

5. All bills discounted must have two names (at least) of two distinct firms or individuals unconnected with each other ; and in case of remission to or from Europe, bills of large amount must be covered by a bill of lading adequate in value to two-thirds the amount of the discount.

6. All securities deposited with the " Bank of Asia," shall be so endorsed as to be immediately saleable by the bank, in case of the non-fulfilment of the contract for which they were deposited, and which contract they must, on every occasion, exceed by at least one-third in value.

7. No bills to be renewed from time to time, unless in special instances, and when valid and readily saleable securities are deposited with the bank for at least one-third the amount of the said bills, and the interest accruing thereon.

8. Loans to private individuals, or to mercantile firms, or to corporate bodies, not to exceed a defined amount. No loans to be made to any government at home or abroad. No transaction whatever to be entered on which shall lock up, for an indefinite period, the funds of the bank, which at all times shall be considered applicable to mercantile undertakings, and *bona fide* commercial engagements.

9. The cash notes, post bills, and letters of credit circulated by the “Bank of Asia,” shall be received in payment as cash at any of the agencies, and all negotiable liabilities shall be payable, on demand, in Europe or Asia, in British silver coin, or in company’s rupees, or in coin or, bullion of adequate values.

10 One-fifth of the annual profits of the bank to be yearly invested in government securities in England, as a reserve or guarantee fund against contingencies, until the sum of £150,000 be accumulated : and all profits beyond the above specified sum shall be divided half-yearly among the proprietors, according to the actual net receipts of the preceding six months.

11. No servant or agent of the “Bank of Asia” shall be permitted to engage in any commercial transaction at home or abroad ; or to be a partner in any mercantile affairs ; or to be concerned in any business whatever but that of the bank,

12. Directors to be elected by shareholders as vacancies occur. Qualifications for a member of the court in London-twenty shares : for a member of the local board-ten shares. No proprietor can hold more than one hundred shares. Five shares to give 1 vote ; fifteen, 2 ; thirty, 3 ; fifty, 4 : and from fifty to one hundred shares, 5 votes. Shares transferrable at any of the branches, but not valid until registered ; and must be held three months before a proprietor can vote. Accounts to be annually laid before proprietors, and published, when passed by the auditors, in the “London Gazette,” and in the official journals in India.

The branches at Calcutta, Madras, Bombay, Ceylon, and Singapore, to have each a manager, cashier, and accountant, deputed from London, aided by three local directors, to be nominated by directors of the Metropolitan Establishment, and removeable at their pleasure. A Governor and Deputy-Governor to be appointed annually by the Court of Directors,. Weekly accounts to be transmitted to London.

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## THE MARITIME RESOURCES OF FRANCE, AND THE UNITED STATES OF AMERICA.

**HAVING**, last month, put our readers in possession of sufficient data to enable them to form a correct estimation of our own resources, we now proceed to investigate the claims of our maritime rivals.

The only naval powers, worthy of the name, from which we have any thing to apprehend in case of war, are France and America. We shall show that the means of both these states are far more limited than is generally supposed, we mean as compared with our own,-for although the enumeration of their shipping makes a considerable display on paper; when strictly scrutinized, it is shorn of much of its apparent strength, owing to their mode of estimating it,

**First**, as to the French. It will be seen by reference to the following tables, which we have compiled to the latest period from all available sources, that vessels of all denominations, including the smallest craft, in fact, fishing-boats, are comprised in their official returns ;

TABLE I.  
A Statement of the Number and Tonnage of Merchant Vessels, classed according to their Tonnage, which belonged to the Ports of France on the 31st of December of each of the following years.

Burthen of Vessels.	1827		1828		1829		1830		1831		1832		1833		1836		1837		1838
	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.	Tons.	Ships.
Above 800 tons	3	2,849	3	2,489	2	1,996	2	1,996	1	1,000	1	1,000	1	1,000	1	1,000	—	—	2,113
From 700 to 600	6	4,380	6	4,380	6	4,380	6	4,380	6	4,380	6	4,380	2	1,442	2	1,442	2	1,442	
600 to 500	2	1,265	3	1,899	3	1,899	3	1,899	2	1,265	1	625	1	625	2	1,247	2	1,247	2,769
500 to 400	13	6,955	13	6,955	15	8,025	14	7,490	15	8,025	15	8,025	11	5,915	12	6,308	15	7,989	
400 to 300	38	16,644	42	18,396	47	20,586	53	23,214	51	22,338	47	20,586	44	18,935	68	28,902	68	28,969	10,735
300 to 200	183	62,253	192	65,283	199	67,663	201	68,343	198	67,323	196	66,643	187	63,902	213	73,401	213	73,499	
200 to 100	570	137,940	571	138,182	586	141,812	578	139,876	570	137,940	560	135,520	539	132,055	575	141,164	606	148,885	10,735
100 to 60	1,357	196,765	1,374	199,230	1,349	195,605	1,345	195,025	1,308	189,660	1,286	182,120	1,200	176,403	1,251	181,395	1,263	183,135	
60 to 30	1,565	123,635	1,561	123,319	1,540	121,660	1,556	122,924	1,544	121,976	1,520	120,080	1,483	118,502	1,477	116,683	1,513	119,685	10,735
30 to 10	1,110	49,950	1,106	49,770	1,096	49,320	1,101	49,320	1,086	48,870	1,071	48,195	1,037	44,025	1,014	45,630	1,019	45,855	
Under 10	9,475	89,518	9,576	83,118	9,899	79,910	9,993	79,910	10,250	81,349	10,551	82,207	10,518	82,303	10,634	87,839	10,623	86,272	15,617
Total	14,322	692,125	14,447	693,381	14,952	692,356	14,852	689,589	15,031	684,127	15,224	669,381	15,025	647,107	15,249	685,011	15,326	696,978	

and that after deducting the number of vessels under 100 tons, principally employed in fishing and coasting, the residue of 2113, forms but a very inconsiderable mercantile navy. The same official document from which we obtained the items for 1838, gives the following distribution of the 15,617 vessels therein enumerated. In the colonial trade, 450 of from 200 to 300 tons, manned with from 5000 to 6000 sailors. The far-sea fisheries, South Sea fisheries and Newfoundland, 500 to 600 vessels, with from 10,000 to 12,000 sailors. International trade, 1,200 vessels, 27,000 or 28,000 sailors ; and the cabotage, or coasting trade, employs from 7000 to 8000 vessels, and 30,000 sailors, making about 10,000 vessels, and 70,000 men. By adding to this the 5849 fishing boats enumerated in table 2, (the latest account we could procure,) somewhat more than the 15,617 vessels, represented as the total French tonnage, is obtained ; the excess to be accounted for by the mode in which the vessels are employed, being given in round numbers,

TABLE II.

Statement of the Number, Tonnage, and Crews of Boats constantly employed in the Fisheries (exclusive of the Cod and Whale Fisheries) which belonged to the Ports of France, 31st of December.

Ports.	Number.	Tonnage.	Crews.
1836 <span style="float: right;">Total</span>	6,138	47,610	27,654
1837 { On the Atlantic . . . . .	4,622	<b>34,967</b>	20,403
{ Mediterranean . . . . .	1,227	5,643	4,636
Total in 1837	5,849	40,610	25,039

Now, it is necessary to inform the reader, that the Tables of the British shipping are made up from *registered* vessels only, and that all fishing-vessels under thirty tons, and vessels employed about the coast under fifteen tons, are exempted from registry—working under a license. These comprise many thousands of craft, and the number of persons employed therein has been estimated at 150,000 at least ; but they are never brought into the official returns, and not reckoned by us as seamen, although, no doubt, tens of thousands of excellent mariners, who have become possessed of small vessels, and settled in domestic life, may be found in this class. To contrast the French official return with our own, for the purpose of a comparative result, all their vessels (namely, 10,735) under thirty tons, must be deducted, otherwise a great addition should be made to our own ; in either case the result will make apparent the immense disparity of the naval resources of the two countries, which it is our purpose to show. For although fishermen, and persons employed in small craft coasting, or on river navigation, cannot be called seamen, they are available for filling up the crews of ships of war, in the character of ordinaries ; and many youths are reared in that employment, who afterwards take service in trading ships, and speedily become expert sailors. We append a more comprehensive Table of the state of the French Mercantile Shipping, and another showing the growing increase of tonnage in the Newfoundland\* fishery, which they have cultivated with extraordinary perseverance, being one of the best, indeed almost the only nursery they possess for rearing seamen.

\* It shall be our duty hereafter to show how unjustly the French have maintained possession of half the island of Newfoundland as a fishing station since 1815, **We** gave a *concurrent*, and the French set up an *exclusive* right of fishery.

Statement of the Total Number and Tonnage of Merchant Vessels belonging to the **Ports of** France, on the  
1st of January, and 31st of December, 1837,

	Ports on the Ocean.				Ports on the Mediterranean.				TOTAL.		
	SAILING VESSELS.		STEAM VESSELS.		SAILING VESSELS.		STEAM VESSELS.				
	Number.	Tons;	No.	Tons.	Number.	Tons.	No.	Tons.	Number.	Tons.	
Effective on the 1st of December, 1836 . . . . .	<b>11,293</b>	538,689	46	4,570	3,901	140,622	<b>9</b>	1,130	15,249	685,011	
Increase in 1837. {	Built and newly registered . . . . .	736	44,663	9	1,513	190	8,090	5	678	940	54,944
	Transferred from one port to another . . . . .	188	14,687			<b>39</b>	2,331	<b>1</b>	55	228	17,073
	Tonnage increased . . . . .		990			<b>318</b>					1,308
Total increase	<b>924</b>	60,304	<b>9</b>	1,513	229	10,739	<b>6</b>	<b>733</b>	1,168	73,325	
Decrease in 1837. {	<b>Broken</b> tip . . . . .	421	12,841	2	64	91	2,466			514	15,371
	Shipwrecked . . . . .	211	16,697			83	6,424	<b>1</b>	164	295	23,285
	Sold to Foreigners . . . . .	16	2,127			6	206			22	2,333
	Captured or confiscated . . . . .	11	256			<b>3</b>	164			14	420
	Transferred from one Port to another . . . . .	201	17,299	3	281	42	1,541			246	19,121
Tonnage decreased . . . . .		765				63				828	
Total decrease	860	49,985	5	345	225	10,864	<b>1</b>	164	<b>1,091</b>	61,385	
Effective on the 31st of December, 1837 . . . . .	11,357	549,044	50	5,738	3,905	140,497	<b>14</b>	1,699	15,326	696,978	
Comparative {	Increase . . . . .	64	<b>10,355</b>	4	1,168	4		5	569	77	11,976
	Decrease . . . . .						125				

Statement of the number, tonnage, and crews engaged in the Cod Fisheries, which entered the Ports of France..

YEARS.	SHIPS ENGAGED.		
	Number.	Tonnage.	Crews.
1823	184	16,258	3,655
1824	348	36,999	6,772
1825	336	35,172	6,311
1826	341	38,938	7,088
1827	387	44,868	8,238
1828	381	45,094	7,957
1829	414	50,574	9,428
1830	377	45,036	8,174
1831	302	35,180	6,213
1832	335	39,954.	7,315
1833	385	46,721	10,482
1834	407	50,250	10,384
1835	463	55,881	11,325
1836	428	52,611	10,140
1837	431	53,463	10,463

And in 1837, forty-four vessels of 19,434 tons, manned by 1,471 men, were employed in the whale fishery.

The number of seamen possessed by France appears, by reference to the foregoing enumeration, at about 93,000. Baron Tupinier, in his official report of the French navy in 1835, estimates them at 90,000 ; of these 37,000 were either master mariners or apprentices, 18,000 below or above the age, exempted from service ; leaving 35,000 only available for the navy. But of these 18,000 were already on board the king's Beet, in 1838 ; therefore their only resource lay in 17,000 men. The mariners of France are all registered, or inscribed, as they call it, into classes, and, if not exempted by age, liable to serve when called on. The difficulty with which they provided the crews of five ships of the line last year, shows, that without absolutely denuding their commercial navy, they cannot man even a small fleet ; and it involves a curious speculation, that France, a country possessed of fine harbours in the Mediterranean and Atlantic, a considerable sea-coast, and a large population, with the ambition to become a first-rate maritime state, and using every exertion to attain that object, should possess such feeble resources for maintaining a navy. But such is the

fact ; and it affords another proof, if it were wanting, that naval power can neither be attained, nor maintained, wanting the elements, which consist in extensive commerce, and which we possess in so eminent a degree.

The loss of her colonies has reduced France to this deplorable condition ; for, notwithstanding her vaunting, such we may call the state of a country, that for a century or more possessed a fleet ready and willing to cope with that of England on every fair occasion. We think it was Voltaire who predicted that France would never become a great naval power, nor successfully compete with England, on account of the natural bent of the people being decidedly against a maritime life. Although her present naval establishment is small, compared to what she has maintained at different periods, -her resources in seamen will not admit of increasing it, or even perfecting what she assumes as necessary to her position. Money will produce ships, which can either be built or purchased *ad infinitum*, as long as funds are forthcoming ; and for harbour defence, these, manned by soldiers, or indifferent sailors, may be tolerably effective ; but a naval action at sea, and its consequences, involving jury-masts, and a developement of all their resources, which none but thorough seamen possess, would quickly make apparent the want of those qualities, without which, success can scarcely be hoped for, and, even if attained in the battle, may be lost 'by the after consequences of ships in a disabled state being exposed to the fury of the elements.

When we come to describe the state of the respective navies, we shall show that we have now a greater superiority in this respect, than at any former period of our history, except, perhaps, immediately after some great battle, which had the effect of reducing the French navy, and augmenting our own. We next turn to the United States of America, and here we find that circumstances are working such a change in her condition, as threaten eventually altogether to destroy her resources for seamen, if not her character as a maritime nation. On this point, Captain **Marryat** has laid before the public some valuable information ; but before quoting from this work, we present the reader with the following Table :—