A VIEW OF THE BRITISH EMPIRE, MORE ESPECIALLY SCOTLAND;

WITH SOME PROPOSALS FOR THE IMPROVEMENT OF THAT COUNTRY, THE EXTENSION OF ITS FISHERIES, AND THE RELIEF OF THE PEOPLE.

By JOHN KNOX.

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M DCC LXXXIX.

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PREFACE.

HAVING in 1764, been led through curiosity, to view the rude magnificence of the Highlands of Scotland, my attention was soon attracted by the less pleasing scenes of human misery in all its shapes; unalleviated by the cheering rays of hope, or any of the comforts which the lower ranks of mankind inhabiting richer soils, enjoy in a certain degree. Succeeding journies over the various districts of those mountainous wilds, served only to disclose similar distresses; and curiosity, the primary impulse, gave way to serious investigation. By hearing the complaints of those unhappy people; by comparing their various relations with each other, and with my own observations, I was enabled to ascertain those facts which form the ground-work of the following narrative.

A tract of land, that composes a fifth part of Great Britain, appeared, with some exceptions, to be in a state of nature; a great body of people, and these the most virtuous of our island, were dragging out a wretched existence, perishing through want, or forced, through wild despair, to abandon their country, their kindred, and friends, and to embark, moneyless and unknown, the indented slaves to unremitting toil and drudgery, in boundless deserts, at the distance of 3000 miles.

The result of these observations, was an enquiry whether the improvement of the country, and the relief of the people, were practicable; to what extent these objects could be carried; whether merely to soften local distress; or in doing this humane duty, whether a permanent and valuable colony might not, at the same time, be established in those outskirts of Britain, to the great benefit and security of the centre.

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But such was the disposition of the times, that it seemed a useless labour and expence to introduce the subject on either side of the Tweed*. Some few lines, however, found their way to public observation, between the years 1770 and 1776, wherein the fidelity and bravery of the Highlanders were applauded, and the utility of permitting them to resume their favourite dress was warmly recommended†.

Thus stood matters, when a train of events, the most unexpected and humiliating, contributed, in their operation and consequences, to exhibit, more than ever, the value of the Highlanders, and the importance of the country that gave them birth.

Emboldened by these considerations, and seeing no regular plan of policy proposed, relative to that country, I arranged the various memorandums and papers which I had been collecting on these subjects, during a series of years; stated the distresses of the people, and the causes of these distresses; attempted

* Neither was it expedient to bring these matters forward during the subsequent war, but the love of solitude and obscurity proved a stronger impediment than both of these considerations, till in 1782, being affected with a slight complaint, I resolved upon publishing, or at least upon circulating printed copies, without further delay.

† Perceiving that the books of geography were extremely defective respecting Scotland, I formed a design of publishing a more accurate and complete work on geography, history, &c. an undertaking which required more time and patience than I was aware of. After labouring upon it, more than a twelvemonth, with intense application, I applied to Mr. William Guthrie for assistance in such parts of the work as I should point out, as well as for the use of his name in the title-page.

The book was first published in 1770, some months after Mr. Guthrie's death; and, in the edition of 1776, after a journey into the northern parts of the Highlands, I took the liberty to recommend a repeal of the law which restrained the inhabitants from wearing their ancient dress. The article was reprinted in two or three subsequent editions, and at length the subject was taken up by the Highland Society in London, who solicited the Marquis of Graham to bring it before the Legislature. The consequence of his Lordship's application, was a repeal of the obnoxious Statute; and, of course, the clause upon that subject, in the grammar, has been since omitted, by the persons to whom I sold the copy.

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the outlines of a plan whereby ſome inconveniencies would be removed, others mitigated, the country improved, the fiſheries, and nurſery for ſeamen greatly extended; and reſolved, in humble deference, to lay the ſame before the public.

I have, throughout the whole, avoided all chimerical theories, and tireſome conjectures, founded merely upon report, or collected from the very erroneous repreſentations of old writers. It was my wiſh to propoſe a plan, adapted, in all its parts, to the natural ſtate of the country, the genius, qualifications, and relative ſituation of the inhabitants; practicable, expedient, and within the abilities of government.

Theſe obſervations were printed in the ſpring 1783; and ſome ſheets were privately circulated in both kingdoms, in the hope that gentlemen of rank or influence would lay the ſame before adminiſtration, as a ſtimulus to objects of greater importance to the ſtrength and opulence of this iſland than is generally imagined. During a journey through part of Scotland in the ſummer enſuing, I was fully convinced that the calamitous ſituation of the Highlands had not been miſrepreſented in the narrative; and it was from the affecting relations of the people, that I drew up and annexed ſome particulars reſpecting the famine, which had not then fully ſubſided.

Many of the arguments which had occurred in treating of the Highlands, ſeemed applicable to Scotland in general. This opened a new, and more extenſive field of enquiry. If the revolt of ſome colonies, the conqueſt of others, and the then apparent danger of loſing the remainder, gave the Highlands additional conſequence, the improvement of the kingdom at large appeared equally expedient. The ſame idea admitted of being extended even to England itſelf, a country more indebted to nature, and the induſtry of individuals, than to the attention or aſſiſtance of its government, as will evidently appear

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to any perſon who ſhall take the trouble of conſidering the matter in a general view.

Thus the whole iſland ſeems to have been, in a greater or leſſer degree, neglected, and its real intereſts ſacrificed to expenſive ſchemes of conqueſt and empire, which, without effecting any valuable purpoſe, brought it to the verge of ruin and bankruptcy.

There are, however, many perſons, who, notwithſtanding that the events and conſequences of the late war have diſarranged the old deluſive ſyſtem of politics, and ſhewn its inefficacy, ſtill adhere to opinions, which cannot be defended on any principle of juſtice, humanity, or national expediency.

To ſuch perſons particularly I have, with greater zeal than abilities, addreſſed the following ſketches relative to the ancient and preſent ſtate of Great Britain; being fully convinced, that the objects of the greateſt value to ſociety, may be obtained at leſs expence or treaſure, and without involving the innocent multitude in the complicated, undeſcribable diſtreſſes of war.

Some of the tables, calculations, and eſtimates, are inſerted from authentic documents; others, upon miſcellaneous authorities; and ſome upon probable conjecture. Any errors that may have eſcaped notice, amidſt ſo many figures, will be corrected; the ſame attention will be given to any miſtakes in opinion, as ſoon as they ſhall be diſcovered; or pointed out.

The writer muſt diſclaim any pretenſions to literary embelliſhments, grounding his hope of approbation, merely on the application, fatigues, and expence, which have been unavoidable through every ſtage and department of the buſineſs; and if any of the grievances ſtated in theſe pages ſhall be redreſſed or mitigated, he will alſo derive additional ſatisfaction, in the feelings of his own breaſt.

RICHMOND, SURREY,
April, 1784.

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PRELIMINARY DISCOURSE.

TO THE

THIRD EDITION.

THE very favourable reception of the former imperfect ſketches, * ſuggeſted the idea of a more complete work, by extending ſome of the ſubjects, and introducing others, ſo as to form a ſyſtematic compendium or view of theſe kingdoms, brought down to the preſent time. The department which appeared to require the moſt circumſtantial detail, relates to North Britain, a country whoſe hiſtory and importance is little known to Engliſhmen, and hath therefore been the conſtant object of ill-humour, jealouſy and miſtruſt, inſtead of liberality, confidence and regard for the proſperity of the north, as well as the ſouth part of the iſland. The generality of Engliſhmen imagine, that by the union of the two kingdoms, Scotland roſe into conſequence, at the expence, and through the generoſity of England, and that unleſs this event had taken place, Scotland muſt have remained a poor contemptible province, incapable of national or individual exertion in agriculture, ſcience, arts, and commerce. That the inhabitants have been a puſillanimous, abject race of ſlaves, from the earlieſt ages of their hiſtory, till they were incorporated with England, and, generally, to the preſent period. That their ſlaviſh diſpoſition renders them unqualified for filling the higher departments of the ſtate, and that England muſt therefore be in danger, proportionably to the number and importance of thoſe ſtations occupied by Scotſmen.

To miſtaken ideas of great advantages conferred on Scotland in virtue of the union, is moſt probably

* One writer ſeemed however to be diſpleaſed with ſome remarks on the national debt; another, or the ſame writer, hath adopted the ſignature *Knox* to ſome letters upon ſelect veſtries. It is to be wiſhed that this gentlemen will alſo favour the public with his lucubrations on the practice of *monopoly*.

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owing that extreme œconomy in the expenditure of public money upon that kingdom, and that rigid adherence to thoſe articles of the treaty which relate to exciſe, duties, and cuſtoms, without attending to the ability of the people, or to particular caſes, where a ſpecific ſum is levied equally on any given article of the like denomination in England, however unequal, or inferior in quality, to thoſe of the latter kingdom.

Many other caſes might be enumerated, which have their origin in miſconception reſpecting theſe aborigines of the iſland. With a view, therefore, to elucidate this matter, I have drawn up a brief epitome of the Scottiſh annals to the treaty of union in 1707, and from thence have ſtated the account current between both nations, to the preſent time; by which the advantage ſeems greatly in favour of England, who abſorbs the balance of the Scottiſh commerce with foreign nations, the hard-earned gains of its manufacturers, traders, and fiſhers, beſides half a million ſterling of the landed property in ſpecie or bills. Theſe annual drains compoſe the balance derived by the greater, from the leſſer kingdom, amounting nearly to one million annually; beſides the ſupplies of cattle, ſheep, ſalmon, linen, and other valuable articles, for which Scotland takes the produce or manufactures of England; beſides, alſo, the powerful aſſiſtance England receives from Scotland in ſeamen and ſoldiers, whereby ſhe hath been enabled to combat, and generally to vanquiſh, the greateſt maritime force of Europe.

Thus, the importance of the latter kingdom will appear evident to every perſon who is capable of judging with candour; and, conſequently, the intereſt of Scotland will be the intereſt of England, ſo long as both nations ſhall form one united kingdom.

Upon this ground of *National Policy*, I had propoſed a more liberal ſyſtem with regard to improvements, fiſheries, and unproductive taxes, in Scotland; but being convinced, from ſome recent circumſtances, and

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the impotent meaſures recommended and propoſed to be brought forward, as the moſt effectual means of extending and eſtabliſhing theſe fiſheries, as well as the relief of the Highlands, that little is to be expected on the principle of *Utility to England*, I ſhall therefore take up the ſubject on another ground, which, for obvious reaſons, I had hitherto evaded, viz. *National Juſtice*, towards the leſſer country, whoſe caſe hath at no time been fairly ſtated, and whoſe murmurings, though unknown to the Engliſh nation, are become truly ſerious.

It is neceſſary on this head, to take a retroſpective view of the Britiſh hiſtory, from the æra which gave riſe to the famous ſtruggle for conqueſt on one ſide, and for freedom on the other, towards the cloſe of the 13th century.

Alexander III. king of Scotland, who, as Mr. Hume obſerves, probably inherited, after a period of 800 years, and through a ſucceſſion of males, the ſceptre of all the Scottiſh princes who had governed the nation ſince the departure of the Romans, loſt his life in 1285, while hunting, without leaving any male iſſue, and without any deſcendants except Margaret his grandaughter, who, though an infant and a female, had, through her grandfather's care, been recognized ſucceſſor, by the ſtates of Scotland. Edward I. of England, one of the moſt ambitious, politic, and accompliſhed monarchs of the age, and whoſe whole reign was ſpent in ſchemes of conqueſt, ſeeing Scotland without a head, immediately laid hold of the favourable opportunity, of annexing that kingdom to his already extenſive dominions, by marriage, or more rough means, as circumſtances might require. He began this great deſign with a propoſal of marriage between his ſon Edward, and the young heireſs of the Scottiſh throne, which, notwithſtanding any ſuſpicions from this alliance on the part of Scotland, received the ſanction of the regency, but on ſuch terms, and with ſuch precaution, reſpecting

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reſpecting the independency of the kingdom, as reflects honour on their memory, and to which Edward readily aſſented in every particular that might ſerve to quiet their jealouſy, if any did exiſt; when, unfortunately, the death of the young princeſs put an end to the amicable alliance, and laid the foundation of a war, which, in duration and bloodſhed, is ſcarcely exceeded in the annals of mankind.

Edward had been trained up in the rudiments of war, during the civil commotions between his father, Henry III. and his rebellious barons. The latter being ſubdued, and peace reſtored to the kingdom, Edward, emulous of military fame, embarked for the Holy Land, agreeable to the cuſtom of thoſe days, where he diſtinguiſhed himſelf againſt the Saracens, above all the princes of Chriſtendom, and returned, ſoon after the death of his father, a complete warrior.

His next enterprize was againſt the Welch, whom, after a faint ſtruggle, he completely reduced, put their prince to death, and annexed their country to the Engliſh crown.

Thus, in the zenith of glory, ſovereign of England, Wales, the greateſt part of Ireland, and ſome extenſive provinces in France, he took off the maſk, and made vigorous preparations for the grand object of his reign, the conqueſt of Scotland, which, had he effected, would have united the whole iſland under one head; but that deſirable event was reſerved for a period at the diſtance of 3 centuries.

The Engliſh at this time, had become famous in the art of war, particularly archery, in which they exceeded all Europe, and being alſo powerfully reinforced with Welch, Iriſh and French auxiliaries, the whole under the command of the mighty Edward, they ſeemed more than ſufficient for the conqueſt of a people, now devoted to deſtruction, or ſubjection to a foreign yoke. There is the olive branch, and there is the ſword, was the alternative propoſed

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propoſed by Edward. Many of the Scottiſh barons, foreſeeing the calamities which would inevitably befal their country, by attempting to oppoſe a prince of Edward's diſpoſition, at the head of the greateſt force in Europe, yielded reluctantly, that independence which their anceſtors had ſo long and ſo ably defended, while others of greater temerity, reſolved not to outlive the freedom of their country.

Thus a ſmall kingdom became divided againſt itſelf, nearly into two equal parts; thoſe in the Engliſh intereſt, who afterwards did incredible miſchief to the kingdom, and thoſe who had reſolved to ſacrifice their lives againſt that intereſt.

This acquiſition to the Engliſh force rendering the conteſt ſtill more unequal, it ſeemed madneſs in the extreme to hold out a ſingle day, and ſtill more ſo, as the Scottiſh patriots, as they termed themſelves, embarked in the deſperate cauſe, without a head or general of any experience. The nation had alſo enjoyed a long ſeries of peace, during the mild reigns of Alexander and his immediate predeceſſors; they were not even provided in arms till they received ſupplies from the trading cities of Italy, at the moment when Edward was at their gates. They ſoon, however, became expert warriors, under Sir William Wallace, a perſon of extraordinary ſtrength of body and mind, whom neither promiſes nor threats could ſhake from the duty he owed his country, and who, had he been a Greek or Roman, would have been celebrated as a hero of the firſt renown. The independent Scots, thus brought up in the ſchool of adverſity, and inured to incredible hardſhips, ſeemed to gain ſtrength from every defeat, and frequently retaliated the ſeverities of the Engliſh and the Anglo-Scots; but Edward was not of a diſpoſition eaſily to relinquiſh his purpoſe, and being enraged through ſhame and diſappointment, he ſeemed inflexibly determined on a permanent conqueſt,

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conqueſt, or the extirpation from ſea to ſea, as he expreſſed himſelf, of all thoſe who oppoſed his arms. Freſh armies were poured into that unhappy kingdom on every ſide, ſupplied by ſea with proviſions and whatever was neceſſary for carrying the war to the furtheſt extremities of the iſland, while the Scots now reduced by endleſs encounters, and ſtill more through fatigue and famine, loſt their brave commander, who was taken priſoner, carried in chains to London, tried, hanged and quartered, without flinching from his principles, to the laſt moment.

The loſs of this great man ſtruck a damp on the minds of the independent Scots, who being at the ſame time ſacrificed by the French, they were taking leave of their liberties with a parting ſigh, when Robert Bruce, of the royal blood of Scotland, ſtepped forth in the worſt of times, collected the diſperſed remains of theſe brave men, partook of all their hardſhips and hair-breadth eſcapes, baffled the efforts of Edward I. II. and III. carried the war into England, and firmly eſtabliſhed the independency of Scotland, whoſe throne hath continued in his family to the preſent time.

But though the Scots thus bravely regained their freedom, Edward III. the heroic conqueror of France, renewed the fatal conteſt, for the ſuperiority of Scotland, after the death of Robert Bruce, and proved a ſevere ſcourge on that kingdom during the greateſt part of his long reign. At length, all thoſe mighty expeditions, ſo ruinous to Scotland, and ſo expenſive and ineffectual to England, ended in a definitive treaty, whereby the independency of Scotland, both in church and ſtate, was acknowledged and ratified by Edward, at Windſor, in 1365; and thus after a ſtruggle, with ſome intermiſſions, of 70 years, the independent Scots withſtood the efforts of 3 ſucceſſive monarchs, who perſonally invaded the devoted kingdom 16 different times, beſides many armies and detachments under the command of the nobles;

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nobles; beſides alſo, the Anglo-Scots, who reſiding chiefly in that kingdom, and knowing all the manœuvres of their opponents, proved a moſt deſolating enemy to their country, ſcarcely giving or taking quarter.

But treaties were then, as they are at preſent, only made to be broke; and it appears from the moſt authentic records of both kingdoms, and the general tenor of the ſubſequent tranſactions, that the Engliſh monarchs never loſt ſight of the conqueſt of Scotland by marriage or arms, inſomuch that the latter found it neceſſary to cultivate the friendſhip of France, to whom the Scots proved a faithful and important ally while the two Britiſh kingdoms were governed by ſeparate monarchs.

The civil wars, which proved ſo hurtful to England from the death of Edward III. in 1377, to the acceſſion of Henry VII. in 1485, enabled the Scots to repair the misfortunes of their country, and to reſume the arts of peace, with ſuch vigour, that their hiſtory, from this period till the open renewal of the Engliſh claims by Henry VIII. and the ſubſequent regency, diſplays one continued exertion of kings, barons, dignified clergy, and the royal boroughs, for the extenſion of commerce, fiſheries, and navigation; the improvement of lands, promoting literature, ſcience, arts, and whatever tends to the civilization, opulence, and ſplendour of kingdoms, till the ſucceſſion of James VI. to the crown of England in 1602, after which event Scotland became a poor neglected province, ſubſervient in all caſes, to the intereſt of the greater kingdom, as will appear from the ſequel of their hiſtory.

Paſſing over the ſecret intrigues of queen Elizabeth, to divide and embroil that country, and the open robberies of Oliver Cromwell and his followers, we come to the æra of the revolution in 1688, a period which united the majority of both kingdoms in political ſentiments, and ſeemed a prelude to a cloſer

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cloſer connection. *King William having confirmed the Preſbyterian eſtabliſhment in Scotland, and reſtored peace to a bleeding, impoveriſhed country, the genius of the nation again broke forth, the people began to contemplate the benefits of trade, and to reſume the commercial ſpirit of their anceſtors. The parliament, now principally compoſed of the whigs, having, in the abundance of their gratitude, voted liberal ſupplies (their then reduced circumſtances conſidered) of men and money, towards enabling king William to proſecute his foreign wars, that prince, highly ſenſible of the obligation, ordered the lord commiſſioner of Scotland to declare in parliament, "That if the members found it would tend to the advancement of trade, that an act ſhould be paſſed for the encouragement of ſuch as ſhould acquire and eſtabliſh a plantation in Africa, America, or any other part of the world where plantations might be lawfully acquired; that his majeſty was willing to declare, he would grant to the ſubjects of this kingdom, in favour of theſe plantations, ſuch rights and privileges as he granted, in like caſes, to the ſubjects of his other dominions." Many other flattering promiſes were added, and the lord preſident confirmed and enforced all that had been ſaid by the commiſſioner.

Relying on theſe promiſes, the Scottiſh nobility and gentry advanced 400,000l. towards the eſtabliſhment of a company for carrying on an Eaſt and Weſt India trade, and 1200 veterans, who had ſerved in king William's wars, were ſent to effect a ſettlement on the peninſula of Darien, which lies between the northern and the ſouthern oceans, and was equally adapted for trading with both the Indies.

The new colony were well received by the natives, and matters began to wear a promiſing aſpect,

* It is neceſſary, for the purpoſe of connecting the thread of the narrative, to repeat ſome paſſages inſerted in the work, under the head of *Annals of Scotland.*

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when the king, on the earneſt ſolicitations of the Engliſh and Dutch Eaſt India companies, reſolved to gratify the latter at the expence of his Scottiſh ſubjects; and, knowing that the new colony muſt want ſupplies of proviſions, he ſent orders to the governor of Jamaica, and the Engliſh ſettlements in America, to iſſue proclamations, prohibiting, under the ſevereſt penalties, all his majeſty's ſubjects from holding any correſpondence with the Scottiſh colony, or aſſiſting it in any ſhape, with arms, ammunition, or proviſions; thus the king's heart was hardened againſt theſe new ſettlers, whom he abandoned to their fate, though many of them had been covered with wounds in fighting his battles.

Thus vaniſhed all the hopes of the Scottiſh nation, which had engaged in this deſign with incredible alacrity, and with the moſt ſanguine expectations that the misfortunes of their country would, by this new channel of commerce, be completely healed.

The diſtreſſes of the people, upon receiving authentic accounts of the fortune of their colony, ſcarcely admit of any deſcription. They were not only diſappointed in their expectations of wealth and a renewal of their commerce, but hundreds, who had ventured their all, were abſolutely ruined by the miſcarriage of the deſign.

The whole nation ſeemed to join in the clamour that was raiſed againſt their ſovereign. They taxed him with double dealing, inhumanity, and baſe ingratitude, to a people who had laviſhed their treaſure and beſt blood in ſupport of his government, and in the gratification of his ambition; and had their power been equal to their acrimony, in all probability, the iſland would have been involved in civil war.

The Scots, after ſuch a ſeries of diſaſters, during the courſe of a whole century, had now nothing left but their parliament, their nominal independence, their frugality, temperance, and induſtry.

Internal

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Internal peace and ſecurity being eſtabliſhed, it was ſtill in their power, by means of theſe advantages, to reſtore their country to its former vigour and importance. Their predeceſſors had, in great wiſdom, marked out the line of action, which ſeems to be beſt ſuited to the ſtate of the country and the genius of the people. The lands admitted of great improvement; the ſurrounding ocean afforded an inexhauſtible ſource of wealth, of which the ungrateful Dutch ſtill reaped the benefit; * they had a parliament and revenue, to extend and to regulate commercial intercourſe with foreign ſtates; patronize manufactures, ſcience, and uſeful arts; to form public roads, and to bring the numerous detached members of the kingdom nearer to each other, and to the centre, by opening canals where nature ſeemed to invite their particular attention. Exciſe officers, tide-waiters, ſupernumeraries, comptrollers, collectors, ſuperviſors, commiſſioners of the cuſtoms, commiſſioners of exciſe, and other impediments to the wealth of nations, were barely tolerated, and little known to the bulk of the people.

As the kingdom lived in ſtrict friendſhip with all its neighbours, neither encroaching, nor being encroached upon; as it had no ſubſidies to pay, nor colonies to protect, there was little occaſion for fleets, armies, or extraordinary ſupplies, previous to the revolution and the expenſive wars carried on by king William and queen Anne, wherein the Scots, though they had no concern in theſe diſtant campaigns, contributed a part of the burden. Till that æra, the Scottiſh revenue conſiſted chiefly of a trifling ceſs or land-tax, and an inconſiderable impoſt on a few luxuries, which, being farmed, coſt government nothing in collecting.

* While the Scots were throwing away near half a million ſterling, on a ſettlement in a burning climate, at the diſtance of 4000 miles, their native ſhores gave ſucceſsful employment to 700 Dutch buſſes, beſides thoſe of other nations.

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The articles ſubject to duties on importation, were chiefly French and Spaniſh wines, which paid 2l. 10s. per ton; French brandy, tobacco, raiſins, currants, figs, ſugar, ſoap, ſilks, embroidery, fringes, laces and points; ſtockings, woollen cloth, ſtuffs, flannels, fingrums, linen cloth, thread, &c.

Under theſe very favourable circumſtances, the Scots had all Europe for a market, and their exports had generally exceeded their imports. The nation was, upon the whole, ſo well adapted both for inland and foreign trade, that, with moderate induſtry, a ſufficient competency might have reached the inhabitants of every denomination of the people, whether on the main land, or amongſt the iſlands.

Such were the proſpects ſtill in reſerve for that exhauſted nation, when king William endeavoured to ſoften their reſentment by reſuming, with aſſiduity, the deſirable project of uniting the two kingdoms in one common intereſt, a work which had often been attempted by the Engliſh monarchs, and as often fruſtrated, through the jealouſy of the Scots, and their unſhaken attachment to their antient royal line.

In all the former propoſals offered on that head, by England, both nations were to remain free and independent of one another; each kingdom having its own parliament, and ſubject only to ſuch taxes, duties, and commercial regulations, as thoſe parliaments ſhould judge expedient for the benefit of their reſpective ſtates. Theſe were the terms held out by Edward I. and III. and moſt of their ſucceſſors; and it was under this idea, of a fœderal union, that the Scots, though now reduced to the loweſt abyſs of national depreſſion, were prevailed upon to ſend twenty commiſſioners to London, who, with twenty-three on the part of England, met at Whitehall, on this great deſign, in October, 1702.

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Queen Anne, who had ſucceeded to the crown, honoured them with a viſit, in order to quicken their mutual endeavours, but when the Scottiſh commiſſioners propoſed that the rights and privileges of their company, trading to Africa and the Indies, ſhould be preſerved and maintained, ſuch a difficulty aroſe as could not be ſurmounted, and no further progreſs was made in this commiſſion.

In 1706, the buſineſs was reſumed, and the commiſſioners met, on the 16th day of April, in the council chamber at Whitehall. The Scots were ſtill inclined to a fœderal union, like that of the United Provinces, but the Engliſh commiſſioners, or rather the miniſtry, were bent upon an incorporation, ſo as that no Scottiſh parliament ſhould ever have power to repeal the articles of the treaty. They declared themſelves fully convinced, that nothing but an entire union would ſettle perfect and laſting friendſhip between the two kingdoms. The Scots commiſſioners made a vigorous reſiſtance to the article which ſubjected their country to the ſame cuſtoms, exciſes, prohibitions, reſtrictions, and regulations of commerce, as England; but the earl of Godolphin, uneaſy at any demur, and impatient of delay, perſuaded the queen to pay two viſits in perſon to the board of commiſſioners, where ſhe exerted herſelf with unuſual eagerneſs, for their putting the laſt hand to a treaty which ſhe repreſented as eſſentially neceſſary to the peace, ſecurity, and general welfare of both kingdoms.

Theſe perſuaſions, co-operating with the indefatigable exertions of the duke of Queenſberry, at length gained over a majority of the Scots commiſſioners, and the remainder reluctantly followed, excepting Lockart of Carnwath, who never could be perſuaded either to ſign or ſeal the treaty.

At length the articles were finiſhed, arranged, and

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and mutually ſigned, on the 22d of July, and next day preſented to her majeſty, by the lord keeper, in the name of the Engliſh commiſſioners; while at the ſame time, a ſealed copy of the inſtrument was likewiſe delivered by the lord chancellor of Scotland; and each made a ſhort oration on the ſubject, to which the queen returned a moſt gracious reply. That ſame day ſhe dictated an order of council, that whoſoever ſhould be concerned in any diſcourſe or libel, or in laying wagers relating to the union, ſhould be proſecuted with the utmoſt rigour of the law.

Still, however, the moſt difficult part of the buſineſs remained, namely, to obtain a ratification of thoſe articles by the parliament of Scotland. The promoters of the union had concealed, with the greateſt care, the terms agreed on by the commiſſioners; and nothing had tranſpired till the whole treaty was at once laid before the parliament. No ſooner were the articles generally known, than the whole kingdom was in the utmoſt fermentation. All ranks of people, however divided in civil or religious ſentiments, now united in one general murmur. The nobility found themſelves degraded in point of dignity and influence. The barons, or gentlemen, were exaſperated at a coalition, by which their parliament was annihilated, and their credit deſtroyed. The people in general exclaimed, that the independency of their nation had fallen a ſacrifice to treachery and corruption: They affirmed that the obligation laid on the Scottiſh members to reſide ſo long at London, in their attendance on the the Britiſh parliament, would drain Scotland of all its money, impoveriſh the members, and ſubject them to the temptation of being corrupted. The trading part of the nation lamented the diſſolution of their India company; and beheld with deep concern, the taxes which this treaty laid upon the neceſſaries of life; the infinity of duties, cuſtoms, and

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reſtrictions, which it laid upon their hitherto open trade with the Levant, France, Spain, Portugal, the Baltic, Holland, and the Dutch plantations. They could not conceive how the commerce of Scotland would poſſibly be advanced by ſuch meaſures, unleſs it could be proved that commerce, like the camomile, the more it is oppreſſed, the more luxuriant it grows. They conſidered the privileges of trading to the Engliſh plantations in America, as a precarious, and at beſt a nugatory equivalent for the conceſſions, both private and national, which they had made *. Almoſt every article of the treaty produced a proteſt, and the moſt inflammatory diſputes in the Scottiſh parliament. "What! ſaid the Duke of Hamilton, ſhall we in half an hour give up what our forefathers maintained with their lives and fortunes for many ages? Are here none of the deſcendants of thoſe worthy patriots, who defended the liberty of their country againſt all invaders? Where are the Douglaſſes and

* At this time, and long after, the Engliſh trade with the American and Weſt India colonies bore no proportion to the expence of keeping and defending them.

In 1706, the amount of the exports was thus:

To Hudſon's Bay			£. 958
New England			57,050
New York			31,588
Penſylvania			11,037
Virginia and Maryland			58,015
Carolina			4,001
Exports to America			162,649
To Jamaica		165,999	
Barbadoes		60,629	
Antigua		18,895	
Nevis		9,471	
Montſerrat		6,135	
St. Chriſtopher's		5,509	
Exports to the Weſt-Indies			266,638
Sum total to America and the Weſt-Indies			429,287

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Campbells? Where are the peers, and the barons, once the bulwark of the nation? Shall we yield up the ſovereignty and independence of our country, when we are commanded, by thoſe we repreſent, to preſerve the ſame, and aſſured of their aſſiſtance to ſupport us?"

The Lord Belhaven enumerated the miſeries which would attend the union, in a pathetic ſpeech that drew tears from the audience, and is at this day looked upon as a prophecy by many of the Scottiſh nation.

Addreſſes againſt the treaty were preſented to parliament by the convention of the royal boroughs, the commiſſioners of the general aſſembly, the company trading to Africa and the Indies, as well as from ſhires, ſtewartries, boroughs, towns, and pariſhes, without diſtinction of whig or tory, epiſcopalian or preſbyterian.

While the oppoſition raged within doors, the reſentments of the people roſe to tranſports of fury and revenge. The more rigid preſbyterians reconciled themſelves to the epiſcopalians and the cavaliers; they choſe officers, formed themſelves into regiments, provided horſes, arms, and ammunition, burnt the articles of union, juſtified their conduct in a public declaration, and reſolved to take the route to Edinburgh, and diſſolve the parliament.

During this combuſtion, the privy council iſſued a proclamation againſt riots, commanding all perſons to retire from the ſtreets whenever the drum ſhould beat; ordering the guards to fire on thoſe who ſhould diſobey this command, and indemnifying them from all proſecution for maiming or ſlaying the lieges. Notwithſtanding theſe precautions of government, the duke of Queenſberry, though guarded by double lines of horſe and foot, was obliged to paſs through the ſtreets at full gallop, amidſt the curſes and imprecations of the people,

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who pelted his guards, and even wounded ſome of his friends who attended him in the coach.

Againſt all this national fury, the duke of Queenſberry, and other noblemen, attached to the union and the proteſtant ſucceſſion, acted with equal addreſs and reſolution. They magnified the advantages that would accrue to the kingdom from the union, and argued ſtrenuouſly againſt all the objections that were ſtarted to the meaſure. They diſarmed the reſentment of the clergy, by promoting an act to be inſerted in the treaty, declaring the preſbyterian diſcipline to be the only government of the church of Scotland, unalterable in all ſucceeding times, and a fundamental article of the treaty. They employed emiſſaries to allay the ferment among the Cameronians, and diſunite them from the cavaliers, by demonſtrating the abſurdity, ſinfulneſs, and danger of ſuch a coalition. They ſoothed the India company with the proſpect of being indemnified for the loſſes they had ſuſtained. They amuſed individuals with the hope of ſharing the reſt of the equivalent *; and finally they brought over the *Squadrone Volante*, a party in the Scots parliament ſo denominated from their fluctuating between the miniſtry and oppoſition, through the whole progreſs of the treaty,

* It was ſtipulated in the treaty, that £. 398,085, ſhould be paid to the Scots, as an equivalent for the cuſtoms, taxes, and exciſes, to be levied upon that kingdom in conſequence of the Engliſh debt, which then amounted to more than £. 20,000,000, though eſtimated at 17,000,000.

This equivalent, if it may be ſo called, was applied in the following manner:

Firſt, to pay off the capital of the Scottiſh India company, which was to be aboliſhed in favour of the Engliſh company, trading to the Eaſt Indies.

Secondly, to indemnify private perſons for any loſſes they might ſuſtain, by reducing the coin of Scotland to the ſtandard and value of the coin of England; and as generally, reported,

Thirdly, in bribing a majority of the Scottiſh parliament, when matters came to the laſt puſh.

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treaty, without attaching themſelves to either ſide, till the critical moment, which was to unite both kingdoms in a bond of mutual friendſhip, or to involve them in all the calamities of a civil and religious war *.

The *Squadrone Volante*, by an almoſt unexpected movement, gave the Scottiſh miniſters a decided victory, and all oppoſition was now in vain.

The articles of the treaty being ratified in parliament, with ſome trifling variations, the duke of Queenſberry, on the 25th of March, 1707, finally diſſolved that antient aſſembly, and Scotland ceaſed to be a ſeparate independent kingdom. Its monarchy was now blended with that of England, and its parliament agreed to a repreſentation of ſixty-one members, forming a thirteenth part of the grand legiſlative body, and which then comprehended 772 members. The duke of Queenſberry, having thus accompliſhed the great purpoſe of the court, ſet out for England, where he was met, near London, by above forty noblemen in their coaches, and four hundred gentlemen on horſeback.

The parliament being met, the queen in perſon told both houſes, that the treaty of union, with ſome additions and alterations, was ratified by an act of the Scottiſh parliament: That ſhe had ordered it to be laid before them, and hoped it would meet with their concurrence and approbation. She obſerved, that now they had an opportunity of putting the laſt hand to a happy union of the two

Of the whole equivalent, therefore, only £. 40,000 was left for national purpoſes; and ſo loſt to public ſpirit, and to all ſenſe of honour, were the repreſentatives of Scotland, three or four noblemen excepted, that this balance was ſuffered to lie uſeleſs in the Engliſh treatury, till the year 1727, when the royal boroughs began to awake out of their ſtupor, and to apply the intereſt of the £. 40,000 towards raiſing a little fund for improving the manufactures and fiſheries of their country.

* The Engliſh troops abroad, and in Ireland, were ordered to be in readineſs to march when called upon.

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kingdoms: and that ſhe ſhould look upon it as a particular happineſs, if this great work, which had been ſo often attempted without ſucceſs, could be brought to perfection in her reign. When the commons formed themſelves into a committee of the whole houſe, to deliberate on the articles, and the Scottiſh act of ratification, the tory party, which was very weak in that aſſembly, began to ſtart objections, particularly from the oppoſition made by the Scottiſh nation to the treaty.

Sir John Packington diſapproved of this incorporating union, which he likened to a marriage with a woman againſt her conſent. He ſaid it was an union carried on by corruption and bribery within doors: by force and violence without: That the promoters of it had baſely betrayed their truſt, in giving up their independent conſtitution; and he would leave it to the judgment of the houſe, to conſider, whether or no men of ſuch principles were fit to be admitted into their houſe of repreſentatives.

Soon after, the debates concerning the union began in the houſe of lords, the queen being preſent, when lord Haverſham, in a premeditated harangue, ſaid the queſtion was, whether two nations, independent in their ſovereignties, that had their diſtinct laws and intereſts, their different forms of worſhip, church government, and order, ſhould be united into one kingdom. He ſuppoſed it an union made up of ſo many miſmatched pieces; of ſuch jarring incongruous ingredients, that ſhould it ever take effect, it would carry the neceſſary conſequences of a ſtanding power and force, to keep them from falling aſunder, and breaking in pieces every moment. He took notice, that above a hundred Scottiſh peers, and as many commoners, were excluded from ſitting and voting in parliament, though they had as much right of inheritance to ſit there, as any Engliſh peer had of ſitting in the parliament of England. He affirmed that the union was contrary to the ſenſe of the Scottiſh nation: That the murmurs of the people had

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had been ſo loud as to fill the whole kingdom; and ſo bold as to reach to even the doors of the parliament: That the parliament itſelf had ſuſpended their beloved clauſe in the act of ſecurity for arming the people: That the government had iſſued a proclamation, pardoning all ſlaughter, bloodſhed, and maiming committed upon thoſe who ſhould be found in tumults. From theſe circumſtances he concluded, that the Scottiſh nation was averſe to an incorporating union, which he looked upon as one of the moſt dangerous experiments to both kingdoms.

Theſe, and ſimilar arguments and objections, were ably anſwered by a great majority in both houſes, among whom were, the lords Godolphin, Sunderland, Wharton, Townſhend, Hallifax, and Somers; the biſhops of Oxford, Norwich, and Sarum: and the two independent nations of England and Scotland, were, on the 1ſt day of May, 1707, unalterably united, under the name of *The United Kingdom of Great Britain.*

The whigs promoted the treaty with ſuch zeal, that it made its way through both houſes with the greateſt diſpatch: and when it received the royal aſſent, the queen expreſſed the higheſt ſatisfaction. She ſaid, "ſhe did not doubt but it would be remembered and ſpoke of hereafter, to the honour of thoſe who had been inſtrumental in bringing it to ſuch a happy concluſion. She deſired that her ſubjects of both kingdoms ſhould, from henceforward, behave with all poſſible reſpect and kindneſs towards one another, that ſo it might appear to all the world they had hearts diſpoſed to become one people."

The 1ſt of May was appointed as a day of public thankſgiving; and congratulatory addreſſes were ſent up from all parts of England, excepting the univerſity of Oxford. The Scots were wholly ſilent on the occaſion.

Thus, the apprehenſions of a popiſh ſucceſſion, operating

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operating upon the minds of the whigs in both kingdoms, united them in ſentiments, and contributed eſſentially to that great, deſirable, and neceſſary event, of a political union between two nations formed by nature, and various concurrent circumſtances, to be one people.

The majority of both kingdoms were, however, of opinion, that the treaty would produce violent convulſions, or at beſt prove ineffectual; but the experience of ſeventy-ſeven years hath ſhewn the contrary: in many reſpects the union hath been productive of the moſt happy conſequences, and a common bleſſing to the whole iſland.

It ſecured the conſtitution, religion, and laws, on the moſt permanent foundation; and it gave a vigour to the Britiſh arms by ſea and land, which attracts the admiration of mankind in every quarter of the world.

The inſurmountable obſtacles to an effectual permanent union, which in the opinion of ſome members, would ariſe from the different eccleſiaſtical eſtabliſhments and forms of law, confirmed to both countries by the treaty, have vaniſhed in the experiment. No inconveniency hath been felt, or injury ſuſtained therefrom. On the contrary, the conſtitution and laws of Scotland ſeem to be approximating gradually to thoſe of England.

Vaſſallage, that diſgrace to humanity, hath been partly aboliſhed at the deſire of the beſt patriots of Scotland; and many beneficial amendments have been made in the mercantile and bankrupt laws, at the joint requeſt of the traders in both kingdoms.

Though no conformity is likely to take place between the eccleſiaſtical eſtabliſhments of England and Scotland, the religious controverſies, which formerly agitated both nations, have quietly ſubſided. When the revolution put an end to compulſory meaſures, and pretended ſuperiority, all acrimony ceaſed; the phrenzy of religious intolerancy gradually

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dually diſappeared, and hath been happily ſucceeded by that liberal ſpirit which is the characteriſtic of genuine Chriſtianity. The fruits of theſe diſpoſitions are viſible in the harmony, the epiſtolary correſpondence, and the mutual good offices between the clergy of both countries.

Thus far the good effects of the union have diſappointed the enemies to that meaſure, and exceeded the moſt ſanguine expectations of its friends. But to give permanency to treaties, it is neceſſary that they ſhould be conſtructed on the ſolid baſis of reciprocal benefit, in all poſſible caſes. It cannot, however, be imagined, that a compact, which was to conſolidate two independent nations in one common intereſt, could at once be adjuſted with ſuch admirable fitneſs, as to preclude the expediency, or even the neceſſity of amendment, in ſome of its conſtituent parts.

That period of time which hath ſo happily eſtabliſhed the many benefits flowing to both nations ſince the ratification of the treaty, ſerves alſo to point out the defective parts, the cauſes, and the remedy.

The project of an union had been a capital object in the politics of queen Anne's miniſtry, which was compoſed of the ableſt ſtateſmen, without exception, that ever managed the affairs of England. Theſe miniſters, therefore, as an introductory ſtep to this important work, procured, after ſome oppoſition, an act of the Scottiſh parliament, authoriſing the queen *to nominate* (inſtead of the parliament) the commiſſioners for Scotland, who were to ſettle the terms of the union with thoſe for England, conſiſting of the miniſtry and their friends, named alſo by the queen.

This point gained, the Engliſh commiſſioners found leſs difficulty in bringing the treaty to a final concluſion, in the moſt eſſential parts, upon their their own terms.

They were not only able ſtateſmen, but, for the moſt part, well ſkilled in the ſcience of trade, which gave

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gave them a manifeſt advantage over the Scottiſh commiſſioners, who conſiſted of lords and gentlemen of no commercial knowledge.

The latter were careful, however, to preſerve all their heritable offices, ſuperiorities, juriſdictions, and other privileges and trappings of the feudal ariſtocracy. But on the grand objects, which were to give the turn or caſt to national proſperity, they were greatly over-matched.

Had the Engliſh commiſſioners, ſeeing the ſmaller kingdom thus circumſtanced, and its cauſe in the hands of men leſs qualified for the taſk, made a liberal uſe of thoſe advantages, their country would have reaped tenfold benefits therefrom; but it was reſerved for a later period, to make that important diſcovery —" Enrich your cuſtomers, and they will enrich you."

The Engliſh commiſſioners, in negociating with a ruined kingdom, were influenced by the then narrow, ſhort-ſighted principle of commercial monopoly; and the conſequences were ſuch as might, with a ſmall degree of reflection, have been foreſeen.

Inſtead of a ſolid compact, affording, upon the whole, reciprocal advantages, and which it would have been the inclination as well as intereſt of both nations to preſerve inviolate, the conceſſions on the part of Scotland, and the reſtrictions to their trade, were ſo quickly, and ſo ſeverely felt, that about the ſixth year after the ratification of the treaty, the ſixteen peers, who firſt repreſented Scotland in the upper houſe, though moſt of them had been the ſupporters of adminiſtration in promoting the union, unanimouſly moved for its diſſolution. A warm debate followed upon this motion, in which John duke of Argyle bore a conſiderable ſhare, but the motion was over-ruled by the Engliſh peers, and from thenceforward the Scots ſubmitted, reluctantly, to their fate.

Of the nobility, a conſiderable number ſacrificed their

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their dignity, and their independency, to the nod of a minister who boasted that every man had his price; others, in sullen despondency, betook themselves to the comforts of the bottle; and a small number enjoyed the hope of great matters to be brought forth at St. Germains, in favour of the proscribed family.

The metropolis, having no manufactures, now beheld itself deprived of its only support, by the translation of the parliament to London. The trading towns pined under the duties and restrictions laid upon their commerce. The whole kingdom, after so many fatal disasters, seemed completely ruined beyond recovery, and all degrees of men sunk under the weight of these complicated misfortunes. Had any of the Malcolms, the Alexanders, or the James's, arose at this time from the dead, they would have imagined that some enemy, more barbarous than the Danes, had over-run their antient kingdom, demolished its churches, and castles; enslaved its nobility, checked its fisheries, and transferred its commerce.

The first fruits of the treaty, in Scotland, was a board of customs, and another of excise, with the appointment of commissioners,, collectors, surveyors, supervisors, waiters, gaugers, and all other necessary officers, who were immediately distributed over the several sea-ports, and districts of the nation.

In many parts they were roughly used, particularly the excise officers; and in the Orkneys, the officers were so frightened by the country people, that for some time, the business was obliged to be postponed.

In 1708, there was a warm debate in the grand committee of the house of lords, occasioned by a bill passed by the commons, and sent to their lordships, *for rendering the union of the two kingdoms more entire and complete*, whereby it was enacted, "That, from the 1st of May, 1708, there should be

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be but one privy council in the kingdom of Great-Britain," which being carried by fifty againſt forty, the privy council of Scotland was aboliſhed, and the nation being deprived of this laſt fragment of their antient government, the oppoſers of the union, raiſed the animoſities of the people to a dangerous height, but the ferment abated after an ineffectual attempt of the jacobites in favour of the pretender.

In 1713, the Scottiſh peers and commons propoſed to diſſolve the union, but when the motion was put to the vote, in the houſe of peers, it was overruled.

During the debates on this ſubject, the earl of Peterborough endeavoured to prove the impoſſibility of diſſolving the union, which he compared to a marriage that, being once contracted, could not be diſſolved by any power on earth. He obſerved, "That though England, who in the national marriage muſt be ſuppoſed to be the huſband, might in ſome inſtances have been unkind to the lady, yet ſhe ought not preſently to ſue for a divorce." The earl of Ilay replied, "That marriage was an ordinance of God; and the union, no more than a political expedient." To which the earl of Peterborough again anſwered, That "the contract could not have been made more ſolemn, unleſs, like the ten commandments, it had come from heaven."

The duke of Argyle "owned that he had a great ſhare in making the union, with a view to ſecure the proteſtant ſucceſſion, but he was now ſatisfied this end might be anſwered as effectually if the union was diſſolved; and, if this ſtep ſhould not be taken, he did not expect long to have either property left in Scotland, or liberty in England."

Some other peers of Scotland ſeconded his grace, ſaying, "That the union was intended to cultivate amity and friendſhip between the two nations, but was ſo far from having that effect, that they were ſure the animoſities between the two countries were

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were then much greater than before the union; and therefore they were of opinion, that if the union was diſſolved, the two nations would be better friends."

Addreſſes were now prepared in different parts of Scotland againſt the union, and the people were proceeding to extremities, when a ſecond attempt of the pretender on theſe kingdoms, in 1715, divided the people ſo effectually as to ſave this obnoxious treaty once more from impending diſſolution; and from this time, we hear of no further commotions excited by the union, though it was generally conſidered as a national grievance.

In 1718, The merchants of Glaſgow, who had hitherto carried on ſome trade with Virginia and Maryland, by means of chartered ſhips from Whitehaven, now fitted out the firſt veſſel of Glaſgow property, that had croſſed the Atlantic.

In 1720, the Scots attempted to eſtabliſh a fiſhery company, and ſome ſubſcriptions were made for that purpoſe; but as ſuch company muſt have claſhed with the intereſt of the Dutch, who were then in high favour at court, the project fell to the ground.

Some faint eſſays were made for eſtabliſhing woollen and linen manufactures, but they were ſo poorly ſupported, that they miſcarried.

In 1725, the people thought themſelves totally abandoned, and none were more diſcontented than the preſbyterians in the weſt. They had expected great things from their ſteady attachment to revolution principles, but found themſelves involved in the general poverty and diſcredit into which the nation had fallen. Their want of trade and manufactures diſabled them from paying the taxes then exiſting; and their diſcontents being heightened by the report of an additional malt tax, the populace of Glaſgow, armed with clubs and ſtaves, rifled the houſe of Mr. Campbell, their repreſentative in

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parliament, who had voted for the bill, and about 20 perſons were killed or wounded by the military.

The ſeverity ſhewn to the people of Glaſgow, where the ſtrength of the government intereſt chiefly lay, gave a check to the diſorders which the malt tax had excited in other parts of the kingdom. It was ſo ſenſibly felt in Scotland, that the royal boroughs preſented a remonſtrance againſt it, as a grievous burden which their country could not bear; and petitions to the ſame effect, were delivered to the repreſentatives in the houſe of commons, from different ſhires of that kingdom; but neither the petitions, nor the remonſtrances, of an impoveriſhed country, could procure the ſmalleſt deviation from the rigorous conditions of the union, however expedient, juſt, or humane. It was in vain for the people to urge the general decay of trade, the want of manufactures, the univerſal poverty and wretchedneſs of their once happy country. The miniſtry, reſting on their influence over the Scottiſh peers and commoners, heard with indifference, the complaints of indigence, and the calls of hunger. Not one generous or liberal ſentiment had ever been extended to the great body of the people. Such was the condition of the northern part of this iſland, at a period when the commerce, manufactures, and wealth of the ſouthern part had increaſed, and were increaſing with aſtoniſhing rapidity.

The revenue of England had increaſed in a proportionable degree. In Queen Elizabeth's reign, it amounted to £.188,197; in the reign of George II. it roſe to £.10,000,000, while the taxes which were impoſed on Scotland, at the latter period, with ſuch rigour, and raiſed with ſuch difficulty, ſcarcely defrayed the ſalaries of the commiſſioners, clerks, and ſubordinate officers, on the revenue eſtabliſhment. Since, therefore, the public derived no benefit from a pitiful revenue, thus ſqueezed from the vitals of a people who

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who could with difficulty procure the neceſſaries of life, ſome relaxation in this particular, and a diminution of the expences, would have been ſenſibly felt, and warmly acknowledged by a grateful nation. And further, had the miniſtry, inſtead of laviſhing the public money among the Scottiſh members, applied theſe ſums to purpoſes of national improvement; commerce and fiſheries would again have flouriſhed, nor would it have been neceſſary to apply to government, at a diſtant period of near eighty years, for the means of cutting a paſſage through ſo ſmall a tract as five miles, or of deepening a few miles of water. This ſcrupulous adherence in the miniſtry to the ſpirit of a treaty which evidently contributed to enrich one part of the iſland at the expence of the other part, did not proceed merely from a parſimonious ſyſtem relative to Scotland, but alſo from a total neglect of that country, and a ſettled indifference to the intereſts thereof. Some trifling funds, the excluſive property of that kingdom, and which had been ſet apart for its improvement, were ſuffered, as hath been mentioned, to lie uſeleſs in the exchequer for a number of years. At length, the convention of the royal boroughs, perceiving the miſerable ſituation into which their country had fallen, and the inattention of government to its relief, held ſeveral conferences on the ſubject; and, in February 1725-6, unanimouſly reſolved to addreſs the king and parliament, that the monies ſettled by law for encouraging manufactures might be ſolely applied to that purpoſe, in ſuch manner as ſhould appear to them moſt effectual.

An act of parliament now directed the application of the funds to the ſeveral purpoſes for which they were deſigned, and appointed *Twenty-one Commiſſioners*, who were entruſted with the management of the ſame, and other matters relative thereto.

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Here we perceive ſome glimmerings of public ſpirit, and national exertion, but the funds were ſo extremely inadequate to the great purpoſes of improvement, that no general ſolid benefit could be expected from this inſtitution, however judicious in its proceedings. It was a name without a ſubſtance; or, at beſt, afforded only a faint ray of hope. Three or 4000l. may embelliſh and improve a country town or borough, but if circulated amongſt 1,300,000 indigent people, it loſes its effect; deceives the induſtrious part of the community, whom it ought to comfort; affords no ſtimulus for ingenuity, or aſſiſtance in any plans of general or local utility.

In 1736, The importation duties and cuſtoms levied in Scotland, by virtue of the union, with the accumulating fees to officers, had drawn the attention of the decayed ports and creeks of the kingdom, to the practice of ſmuggling. This illicit trade having increaſed to an alarming degree, it was reſolved, that all the rigours of the law ſhould be enforced againſt a ſmuggler, then under ſentence of death, in the metropolis, when a dangerous commotion happened amongſt the citizens, in which it is generally ſuppoſed, many perſons of ſuperior rank were ſecretly engaged.

In 1740, the whole ſhipping of Edinburgh and Leith, conſiſted of

1 Veſſel of	—	—	180 tons.
2 ———	—	—	120
2 ———	—	—	110
2 ———	—	—	100
40 ———	from 100 to	—	16
47 veſſels carrying		—	2628

Theſe veſſels carried on a petty trade with London, Holland, and the Baltic; as did the other eaſtern ports, by means of a few barks and ſloops.

Some

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Some attempts had been made by Aberdeen, Dumfries, Air, and other towns, towards a plantation trade, but they proved abortive, through the poverty of the adventurers, and the nation. Glaſgow, therefore, enjoyed this trade excluſively, in Scotland; and in 1735, the whole ſhipping of that city conſiſted of

15	veſſels trading to Virginia	
3	———	Boſton
4	———	Jamaica
2	———	Antigua
2	———	St. Kitts
1	———	Barbadoes
4	———	The Streights
1	———	Gibraltar
7	———	Stockholm
2	———	Holland
6	———	London
47	foreign traders	
20	ſmall coaſters	
67	veſſels carrying 5,600 tons	

Tonnage of the whole Scottiſh commerce, previous to the war 1740, viz.

Edinburgh and Leith ——— ———	2,628
Glaſgow ——— ——— ———	5,600
The collective tonnage of all the other ports is eſtimated high in ſuppoſing it equal to one half of the tonnage employed in the above-mentioned towns	4,114
	12,342
While the average tonnage of Engliſh ſhipping, in 1736, 7, 8, as appears by the ledger of the inſpector general, amounted to ———	476,941
Carried over	476,941

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Brought forward	476,941
Tonnage of foreign ſhips loaded in England — —	26,627
Being in the proportion of 40 to 1	503,568

In 1745, ſome diſaffected chieftains in the Highlands, encouraged by the poverty and diſcontents of the nation, entered heartily into the cauſe of the pretender, who in his manifeſtoes promiſed to diſſolve the treaty of union, but the preſbyterians, and the nation in general, remained firm to the preſent government.

This rebellion being quelled, and peace reſtored at home and abroad, the benefits of the American commerce began to raiſe the ſpirits of the nation, though that trade was ſtill confined to Glaſgow and its neighbourhood. Theſe bright proſpects were, however, of ſhort duration: the American war not only deprived that city of the only commercial benefit which Scotland reaped from the union, but alſo its property due by the Americans, to a great amount; and three-fourths of the ſhipping, which fell into the hands of the enemy, many of them with valuable cargoes.

In 1776, America prohibited all intercourſe with Great Britain; and, in 1783, their independency was acknowledged by the treaty of peace. In conſequence of this event, the excluſive trade to thoſe provinces, which the Scots had dearly purchaſed at the union, vaniſhed; while other nations now enjoy greater privileges in that quarter, than the inhabitants of Britain.

In 1780, the Engliſh miniſtry admitted Ireland to a free trade with the Weſt Indies, though the excluſive commerce to theſe iſlands had alſo been purchaſed by the Scots, in the ſame treaty.

Though the nation were thus deprived of their hereditary rights, for which they had aboliſhed their parliament, their trading company, and taken upon themſelves

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themſelves their proportion of England's debts, then contracted; they were now burdened with extraordinary taxes, exciſes and duties, without any conſideration being made for the loſs of America, and the admitting Ireland to participate in the Weſt India commerce, by which England made her peace with that kingdom, partly at the expence of Scotland, who loſes proportionally to what Ireland gains, by this donation.

Under theſe depreſſing circumſtances, the ſpirited inhabitants of the city of Glaſgow, directed their remaining capital towards new channels, chiefly manufactures of cottons, linens, and other denominations; but while theſe were in their infancy, and before the traders had eſtabliſhed a regular correſpondence in this line, ſome enemies to government, and to the proſperity of both kingdoms, ſuggeſted the idea of heavy exciſes upon every ſpecies of thoſe branches. Thus, while England was, with one hand, depriving the Scottiſh nation of the fruits of their purchaſe, ſhe was taxing them, with the other hand, as if the ſame right had exiſted, in equity, ſo to do.

Commotions and murmurings have conſequently pervaded the whole kingdom; every man complains of thoſe burdens which lie heavieſt, declaring his inability to ſupport himſelf and family under ſuch accumulated contributions. Manufactures, ſalt, candles, even the ſmall half-ſtarved horſe, and the paltry cart, are ſubject to the ſame taxes, as thoſe of greater magnitude, in uſe over England.

Almoſt equally diſtreſſing are the impoſitions of cuſtom-houſe officers, which, under various names and pretences, they had carried to ſuch a height, as muſt have nearly annihilated the river navigation, and greatly cramped the coaſting trade, had not the royal boroughs awoke from their ſupineneſs, and put a check to this iniquitous buſineſs.

Having thus ſtated the account between both kingdoms for theſe laſt 500 years, the candid Eng-

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liſh reader will acknowledge the *Equity* of relaxing in the article of taxation in Scotland, being the only reparation which England can make for the loſs of America, and the conceſſion to Ireland; without taking into the account, the deſtructive wars of the Edwards and Henries, the intrigues of queen Elizabeth, the plunders by Cromwell's army, or the ſacrifice of the Darien ſettlement: and it muſt afford a pleaſing reflection to every friend of both kingdoms, when he conſiders that what ſhall be granted or remitted by England, on the principle of juſtice, will be repaid ten-fold, and through a thouſand channels, by her induſtrious fellow ſubjects, ſo ſoon as the whole nation ſhall be put into action. In this view, therefore, *Juſtice* is only another word for *Utility*, or expediency, by which England may be greatly benefited. Nor will any indulgence reſpecting taxes in Scotland, be found ſo prejudicial to the public revenue, as may, on the firſt view, be imagined. Though immediately on ſigning the articles of union, the whole kingdom of Scotland was over-run with revenue officers, the groſs produce of exciſes and duties did little more than defray the expence of collecting and management. The new boards of cuſtoms and exciſe alone abſorbed a conſiderable part of what their inferiors were employed in collecting. In fact, there were no ſources from which to draw a revenue; no manufactures, and ſcarcely any ſhipping beyond coaſters and coal veſſels. Even ſo late as the commencement of the laſt war, the neat revenue of Scotland was found, upon an average of 3 years, ending in 1773, to be only 163,598l. in the collecting and management of which, the people were burdened with 43,253l. The exciſes and cuſtoms have increaſed ſince that time; but, when we conſider the nature of the articles which have been thus re-taxed, there will be no great reaſon to boaſt of an increaſing revenue. They conſiſt chiefly of duties or exciſes on ſalt, candles, infant manufactures, farmers horſes, carts, and other articles,

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articles, which the people declare they cannot pay. But the moſt extraordinary circumſtance in the hiſtory of the Scottiſh revenue is this; that though the Highland counties, viz. Argyle, Inverneſs, Roſs, Sutherland, Caithneſs, the Orkney and Shetland iſlands, compoſing one half of the kingdom, have been ſaddled with collectors of revenue ſince the union; yet it appears, that inſtead of any public advantages therefrom, government have actually been loſers by it.

In 1782, the groſs produce of cuſtoms in theſe 6 counties was	2569	12	11
Expences — —	3105	11	7
Exceſs of payments made good from other ports, and loſs to government — —	535	18	8
And that the groſs amount of exciſe in theſe counties in 1782, was — —	2696	1	7
And the expences — —	1449	5	1
£.	1246	16	6
From which deduct the loſs upon the cuſtoms, as above ſtated	535	18	8
£.	710	17	10

Neat annual revenue of late years; but if we could ſtate the whole groſs revenue from 1707 to the preſent time, and the *per contra* expence in collecting and management, it would probably appear, that government have loſt conſiderably by thoſe counties ſince the union of the two kingdoms, the land-tax excepted; while the poor people have been laid under double contributions during this long period, merely to ſupport a ſet of men in idleneſs.

Upon the whole, the revenue of Scotland is little more than a name; nor can it be otherwiſe for ſeve-

iſland

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ral ages, without endangering the tranquillity of the iſland; neither do I perceive, in the whole circle of Britiſh politics, any meaſure that will contribute ſo eſſentially to the harmony, proſperity, and ſtrength of theſe kingdoms, as the remiſſion of revenue from Scotland, the land-tax, and ſuch duties and exciſes as may be neceſſary for the regulation of trade with England, excepted.

Let the annual drain from Scotland, by its parliamentary repreſentatives, &c. amounting to 600,000l. the balance of trade againſt that country, amounting to 300,000l. and the revenue ariſing from Engliſh goods conſumed in Scotland, be placed to its credit account, and the idea of extorting further drains in the preſent ſtate of the kingdom, ſaddled alſo with the expence and fees of officers, will appear impolitic to every man who ſhall inveſtigate the ſubject, as a citizen of the world.

Theſe matters are ſtated more fully in the courſe of the work, where it is alſo propoſed that the neat revenue ariſing from the land-tax, regulating duties and exciſes, may be ſolely appropriated to the improvement of that long-neglected country, whereby it would, in this reſpect, be put on a footing with England, and with Ireland, where millions have been expended on works of national utility.

Should theſe thoughts meet the approbation of the public, the objects which ſeem to claim the firſt attention, are,

1. To open a communication from Lochfine to the Weſt Sea, by Loch Crinan.

2. To raiſe, at leaſt, one ſmall market-town on the weſt-coaſt of the main land.

3. To erect lighthouſes, beacons, and buoys.

4. To open carriage-roads in the North Highlands, between the two ſeas.

5. To cleanſe, deepen, or repair decayed harbours, extend new ones; and,

Laſtly, To grant ſuch bounties on buſſes and boats, as may enable the Scottiſh fiſhers to go to market on equal terms with Ireland, Sweden, and Norway.

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GENERAL VIEW

OF THE

BRITISH EMPIRE.

IMMODERATE ambition, the love of empire, or the thirſt of wealth, have moſt generally influenced the councils of nations, whether civilized, or in a ſtate of rude barbarianiſm. To ſuch ignoble motives is owing that endleſs ſeries of wars, devaſtations, and robberies, which, inſtead of giving ſtability to the conquering ſtate, hath invariably haſtened its fall. Of this truth the hiſtory of mankind abounds in examples. All thoſe potent empires which ſucceſſively governed the antient world, had their riſe, their meridian, and their decline. By violence they acquired extenſive dominion; the ſame means became neceſſary to maintain, or defend, that dominion; till at length, ſome neighbouring ſtate, or combination of ſtates, equally aſpiring, ſubverted the whole fabric of power, which they transferred to themſelves, which they for a while retained, and which they in their turn loſt, together with their freedom and their name. So complete hath been the extinction of thoſe ſtates, that, were it not for the Sacred, and ſome remains of prophane writings, corroborated, were it neceſſary, by inſcriptions, medals, ſtatues, and ruins of ſtupendous architecture, which have reached our times, we could have no conception that ſuch mighty empires ever exiſted.

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Our own iſland, though capable of ſupplying its inhabitants in all the real neceſſaries of life, beſides a ſurplus wherewith to carry on a beneficial traffic with its neighbours, hath long been convulſed through the phrenſy of conqueſt, both within itſelf, and beyond thoſe limits which nature marked out as its proper boundary. As Britain is an epitome of the world, ſo are its annals, in all reſpects ſimilar to thoſe of the great theatre by which it is environed.

No ſooner had the ſucceſſors of the Norman hero eſtabliſhed themſelves firmly on the throne of England, than they began to contemplate new ſchemes of conqueſt, whereby their dominions might be enlarged, and their power raiſed above that of their contemporaries.

The object of thoſe deſigns was nothing leſs than the ſovereignty of France, Scotland, Ireland, and Wales: and it is ſcarcely in the power of language to convey a full idea of the calamities which thoſe princes entailed upon mankind, through a ſucceſſion of ages, in the proſecution of their ambitious ſchemes of aggrandiſement. The burthen of thoſe wars fell particularly on Scotland, and the northern counties of England, owing to the obſtinate reſiſtance of the Scots; who, during a period of ſixty years, not only defended their freedom with ſingular bravery, but alſo carried the war into England itſelf, where they abundantly retaliated the violences which had deſolated their country. The effects of thoſe mutual inroads are ſtill viſible on the borders of both kingdoms; and it will require ſome ages before cultivation, manufactures, and population, can be brought to an equality with the interior parts.

In return for the continual drain of money, the waſte of blood, and all the inconveniencies which a hoſtile nation muſt unavoidably ſuſtain, both at home and abroad, England at the preſent period poſſeſſes nothing more than the ſovereignty of the ſmall country

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country of Wales, and the town of Berwick upon Tweed. Thus all the expenſive armaments, and ſplendid victories of thoſe warlike monarchs, whoſe names are mentioned with admiration by every Engliſhman, ſerved only to impoveriſh their ſubjects, and deſolate their country, which was ſo greatly reduced by thoſe exertions, that, had not the ſea proved a barrier of defence, it muſt have become a province to the kingdom which it had long ſtruggled to ſubject.

But though the projects of the middle ages were barbarous in their object, calamitous in their operation, and deluſive in the ſequel; yet this nation, inſtead of reprobating the deſtructive meaſures of their anceſtors, hath conſiderably improved upon them.

It was left to the æra of the Revolution * to deviſe an engine, by which we might not only deſtroy, and be deſtroyed, upon the European continent; but

* Nothing is hereby meant reſpecting the principles of the Revolution; and though the Whigs firſt ſet the example of borrowing money upon the public credit, with a view to ſtrengthen the proteſtant intereſt, in the eſtabliſhment of a new ſucceſſion, we find them early diſpoſed to redeem thoſe debts, inſomuch that the reduction of them was one of the firſt objects of parliamentary attention, at the acceſſion of the preſent royal family. This gave riſe, in the year 1716, to a celebrated ſcheme, of which Sir Robert Walpole was the father. "All the taxes charged with the national debt were now made perpetual, and digeſted into *three* funds, called the *aggregate*, the *South Sea*, and the *general funds*. At the ſame time a conſiderable ſaving was obtained, by the reduction of intereſt from 6 to 5 per cent. and this ſaving, together with former ſavings, and all that ſhould afterwards ariſe, were to be collected into a *fourth* fund, diſtinguiſhed under the name of the SINKING FUND, the account of which was to be kept ſeparate, and the whole produce appropriated inviolably to the payment of the national debt. About the year 1728, however, the ſame Sir Robert Walpole began the practice of alienating this fund; and in 1735 it was even anticipated and mortgaged. Thus then expired, after an exiſtence of about eleven years, the *ſinking fund*—that ſacred bleſſing—once the nation's only hope—prematurely and cruelly deſtroyed by its own parent!"

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alſo enabled to extend the calamities of war to every quarter of the world. Of all the inventions for the deſtruction of the human ſpecies, this hath proved the moſt effectual; neither can the moſt fertile imagination propoſe a method, whereby a commercial nation may, with greater expedition and facility, transfer its trade and manufactures to its rivals in arts and arms. This device is called *Funding*; or in other words, anticipating the property of poſterity, without conveying to that poſterity any permanent equivalent, whereby it may diſcharge the burdens thus ungenerouſly entailed upon it, as will appear by the following retroſpective view of events from the Revolution in 1688, to the preſent time.

Sketch of the Britiſh Politics and Wars from the Revolution to the Year 1784, *including the Origin and Progreſs of the national Debt—Diſmemberment, and rapid Fall of the Empire—Perulous Situation of Government, and the Nation in general—War the Cauſe of our own Diſtreſſes, and thoſe which we have brought upon a conſiderable Part of Mankind.*

When William prince of Orange aſcended the throne of theſe kingdoms in 1688, his cotemporary, Lewis XIV, at the head of a gallant nation, panting after military fame, was meditating the eſtabliſhment of the French monarchy over Europe; a project which gave riſe to a general confederacy, who choſe William as their generaliſſimo, or commander in chief, againſt the common enemy.

That war was carried on with various ſucceſs during eight years, when a general peace was concluded at Ryſwick, without any material benefit to either of the contending parties; and England, at the death of king William in 1701, found itſelf involved in *The firſt national debt*, which amounted to the then unheard-of ſum of £. 16,000,000

Queen

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Queen Anne resumed the war with redoubled vigour, wherein the allies, under the command of prince Eugene and the duke of Marlborough, gained many brilliant victories, but could not prevent Lewis from fixing his grandson upon the throne of Spain, which laid the foundation of the family alliance or compact, that still subsists, though faintly, between those kingdoms. On the other hand, the events of war put England in possession of Gibraltar and Minorca in the Mediterranean; and the French ceded Newfoundland and Hudson's Bay in North America; also the sole possession of the island of St. Christopher in the West Indies. The treaty of peace was concluded at Utrecht in 1713. And the national debt, soon after the death of the queen in 1714, had increased, by the war, to the alarming sum of	55,000,000
Debt, at the commencement of the war in 1740, after a peace of twenty-seven years	46,000,000
At that time, England again embarked in a war with Spain, on account of America; and, soon after, with France, in support of the queen of Hungary. Many battles were fought by sea and land, with various success; and in 1748 a peace was concluded at Aix-la-Chapelle, the basis of which was the restitution of all places taken during the war, by either of the parties, but which increased the debt of England —	32,000,000

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Debt, at the end of the war in 1748		78,000,000
—— Reduced in 1755, after a peace of ſeven years - -		3,000,000
Debt, at the commencement of the war in 1755 - - -		75,000,000
Before Great Britain had been able to reduce a tenth part of the debt occaſioned by the preceding war, ſhe was called upon, by her American colonies, to arm in their defence, againſt the encroachments of the French on the back ſettlements; and here we have the origin of the moſt extenſive war, as Lord Chatham termed it, in which England had ever been engaged. It was alſo the moſt glorious to this country, both by land and ſea, and put us in poſſeſſion of Canada, and the two Floridas, in America; Grenada, St. Vincent, Dominica, and Tobago, in the Weſt Indies; but involved us in a freſh debt of -		71,000,000
Debt, at the end of the war in 1763		146,000,000
—— Reduced in 1775, after a peace of twelve years, - -		10,000,000
Debt, at Midſummer 1775 -		136,000,000

While England was exhauſting itſelf in eſtabliſhing and protecting the American colonies, the idea of impoſing a ſlight taxation, ſuitable to the abilities of thoſe colonies, had been ſuggeſted during the adminiſtration of Sir Robert Walpole; but that ſagacious ſtateſman declared, that he would leave the colonies as he had found them, and that his ſucceſſors might have the honour of firſt opening this new ſource of revenue. After the peace of 1763, the expediency of American taxation gained ſtrength, in proportion to

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to the alarming increaſe of the debt contracted in the acquiſition of Canada, when the French power was totally annihilated in that part of the continent, and when every impediment that tended to obſtruct the growing wealth of the colonies had been removed. The experiment was made during the adminiſtration of George Grenville, by a ſlight tax on paper uſed in deeds, called *The Stamp Act*. It occaſioned an univerſal ferment throughout America, and was repealed by the Marquis of Rockingham. A ſucceeding adminiſtration unfortunately reſumed the meaſure of American taxation, by a duty upon tea, of no more than three pence per pound. This impoſition the people of America alſo rejected, threw the tea overboard, and flew to arms; the event of which was, the entire ſeparation of that country, now the *Thirteen States*, from Great Britain, which thereby loſt, not only the ſovereignty over its hereditary colonies, but the excluſive trade of thoſe colonies, which is now laid open to all mankind. Theſe unfavourable circumſtances involved us alſo in a general war with the principal maritime powers of Europe, of whom we purchaſed peace, by acknowledging the American independence, and ceding to thoſe ſtates the richeſt part of Canada; to Spain, Minorca and the two Floridas; to France, the valuable iſland of Tobago in the Weſt Indies; Goree, and Senegal, on the coaſt of Africa; beſides the reſtitution to the latter kingdom, of St. Lucia, and all places which we had taken during the war, in the Eaſt Indies; circumſtances extremely humiliating to the dignity of Britain, fatal to her reputation, and injurious to her commerce. This was not all. The national debt, which, at the commencement of the war in 1775, was 136,000,000l. had increaſed, at Midſummer 1784, to 280,000,000l. Conſequently the loſing of America hath more than doubled the national debt, and the burdens of the people.

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Total amount of debt owing to the creditors of the public, at Midſummer 1784 - -	280,000,000
The annual intereſt of ditto, including the expence of management, is ſuppoſed to be	10,000,000
——— ditto per day £.27,397	
The peace eſtabliſhment, including the civil liſt, above	5,000,000
To be raiſed by the public annually £.	15,000,000
——— ditto per day £.41,095	
Neat amount of the annual revenue, ariſing from cuſtoms, exciſe, and taxes, at Michaelmas 1783, as ſtated by Dr. Price, £.13,017,703. Additional taxes June 1783, eſtimated at £.560,000. Ditto July and Auguſt 1784, £.930,000	14,507,703
Surplus of the annual expence, above the annual revenue, for which additional taxes muſt be levied, or ſavings appropriated, beſides the arrears not yet brought to account, the deficiencies in new taxes, and a million which muſt be raiſed, for a given number of years, to liquidate the national debt.	492,297

Peace with all the world, and that for a long continuance, is, therefore, our only hope, and ought to be the ardent wiſh of every friend of his country, and of humanity. For almoſt a century paſt,* England hath dazzled the eyes of mankind

* The years of peace ſince the Revolution 55
——— of war ——— 41
96

with

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with the brilliancy of its campaigns in Flanders, and Germany; in ſupporting the houſes of Auſtria and Brandenburg, and ſecuring the Dutch barrier. But though one hundred millions have been thus ſpent in continental wars and ſubſidies, neither the Dutch nor the Germans came forth in defence of their benefactors, whom they ſaw engaged in the unequal ſtruggle that diſmembered the Britiſh empire.

Beyond the Atlantic, we ſhall perceive a ſtill greater drain of Engliſh treaſure. The money granted by parliament in bounties, towards encouraging the growth of American produce; the ſums expended in ſupport of the civil eſtabliſhments of thoſe colonies during their infant ſtate; in defending them againſt the French and Indians; erecting forts, harbours, and other public works; have been raiſed by the ſubjects of theſe kingdoms only, though other nations are now invited to reap the fruits thereof.

Upon the whole, we may fairly eſtimate our diſburſements in eſtabliſhing, protecting, and loſing, the American colonies, at two hundred and ſixty millions ſterling. In this eſtimate is included the whole expence of the two late wars; for, though the operations of theſe wars extended to every quarter of the globe, yet the expence ought properly to be placed to the account of that country for which we engaged, or were involved, in both wars.

Gibraltar * and Minorca have been in our hands near eighty years, and we cannot value the peace eſtabliſhment at leſs than half a million per annum.

In this eſtimate we include the military expence of ſix or ſeven thouſand troops; ſtores; hire of tranſports; erecting new batteries, and otherwiſe

* See a pamphlet, entitled "The Propriety of retaining Gibraltar impartially conſidered."

ſtrengthening

ſtrengthening the works. Conſequently, the keeping and defending a barren rock, with an indifferent harbour; and a poor, unprofitable iſland, with a good harbour, have coſt near forty millions, ſince the years 1704—8, when they were annexed to the Britiſh crown.

Recapitulation of money ſuppoſed to have been expended by Great Britain in foreign parts, or on account of foreign connections, ſince the Revolution.

On German affairs -	100,000,000
— American ditto - -	260,000,000
— Gibraltar and Minorca	40,000,000
	£.400,000,000

Being above £. 4,000,000 every year, and for which we poſſeſs no adequate conſideration, no excluſive, permanent ſource of trade; but which, on the contrary, hath enhanced the price of manufactures, endangered our commercial intercourſe with mankind, and deprived the nation of the comfortable, unmoleſted enjoyment of thoſe gifts, which nature hath ſo liberally provided for all ranks and denominations of the inhabitants.

The ſum total raiſed by Great Britain within the ſame period exceeds £. 750,000,000; of which, above £. 220,000,000 have actually been paid for the intereſt of public debts; and, of this, a conſiderable part, ſuppoſed to be at preſent £. 1,000,000 annually, was drawn out of the kingdom by foreigners.

If, to the £. 750,000,000 collected from the inhabitants by taxation and duties, we add the various inconveniences, interruptions, loſſes, and extra expences, ſuſtained by the merchants, and the Eaſt-India Company; the manufacturers, and other individuals, during our late wars, the aggregate

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aggregate amount will not fall greatly ſhort of £. 1,000,000,000, within the ſpace of ninety-ſix years, or £. 10,416,670 per annum. Such were the aſtoniſhing reſources drawn from the natural produce of the iſland, the ingenuity, induſtry, and commerce of the people; and ſuch, alſo, have been the impolitic obſtructions and burdens laid upon that commerce, and thoſe people.

Still more painful in the recital, is, the dreadful eſtimate of lives loſt in battle, by ſhipwreck, and other accidents of war. Unhappily for the human ſpecies, the conflicts in which we engage are not confined to France and England only. Whenever theſe rival kingdoms commence hoſtilities, they draw, into the deſtructive quarrel, a conſiderable portion of mankind, not only in Europe, but over a great part of the habitable world.

The ſavages of America, armed with their horrid inſtruments of death, march out with frantic rage, and frightful ſhrieks, eager, as their war ſongs expreſs it, to drink the blood of Engliſhmen, or Frenchmen, againſt whom they happen to be reſpectively led on, by either of the contending parties.

In the Weſt Indies, the ſugar iſlands are kept in continual alarm, ſubduing and being ſubdued alternately. Property is continually fluctuating; and the man who reckoned upon thouſands to day, ſees himſelf a beggar on the morrow.

In Aſia, the calamities occaſioned by our national quarrels are ſtill more complicated and diſtreſſing. Throughout the whole ſouthern diviſion of that immenſe country, every ſhore, every ſea, and navigable river, becomes hoſtile. The princes of thoſe regions, though they have no natural concern in European diſputes, are not permitted to remain neuter. They are induced by threats, bribery, or intrigue, to act as auxiliaries in the armies of foreign

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reign invaders, and as principals againſt each other. Thus, their unhappy ſubjects are involved in a double war; mutual retaliation of injuries lays whole provinces waſte, ſparing neither age, ſex, nor condition. The lives, the property, and whatever is valuable to mankind, are ſacrificed to the quarrels of nations who live at the diſtance of eight thouſand miles.

The lives thus cut off, in various parts of the globe, ſince the Revolution, cannot be fewer than half a million of Britiſh ſubjects, and European allies, beſides the Aſiatic liſt, amounting to near four millions of induſtrious, inoffenſive inhabitants, killed, or ſtarved;* and, if to theſe accounts we add the loſſes on the part of France, and her allies, we may fairly eſtimate the whole to be from five to ſix millions of people, who have fallen ſacrifices to war and famine, in all their horrible ſhapes, and for which theſe rival kingdoms are, in a great meaſure, reſponſible; for, it is a truth, which cannot be refuted, that to their unbounded thirſt of power, dominion, and commercial eſtabliſhments, hath been chiefly owing this waſte of the human ſpecies, beſides the calamities ſuſtained by the ſurvivors of thoſe deſolating ſcenes, abroad; while, at home, the train of diſtreſſes which war entails upon many individuals, and families, exceeds all conception; and, were their reſpective caſes brought into view, it would fill the moſt obdurate heart with horror. Deprived of huſbands, parents, ſons, or brothers; reduced, at the ſame time, from eaſe and affluence, to indigence, and all the mortifications of dependence, is the lot of thouſands; who, friendleſs,

* See an account of the famine in Bengal 1769, 70, as publiſhed throughout Europe by the Abbé Raynal. See alſo Dodſley's Annual Regiſter, vol. XIV. page 205. And, for a general view of the Britiſh tranſactions in Bengal, ſince it became a part of our empire, ſee Burke's Speech, Dec. 1, 1783.

unnoticed,

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unnoticed, or deſpiſed, bewail in ſilence the loſs of whatever was valuable, or endearing in the world.

Epidemical contagion, and the convulſions of nature, are calamities which we can neither foreſee nor prevent; but the flames of war were kindled by ourſelves; the ravages which they occaſioned were our own act and deed; nor doth it appear that the events, even of the moſt fortunate wars, have reimburſed the nation, for a permanency, in any part of the expence and loſſes unavoidably ſuſtained by thoſe wars. Our conſolation, on the contrary, generally conſiſted in the pitiful reflection, that our enemies were alſo maimed, exhauſted, and almoſt reduced to bankruptcy. This hath been the winding up of all our wars; leaving us in the poſſeſſion of no territory beyond our own iſland, which may not be wreſted from us before the expiration of half a century.

Review of the Colonies and Settlements which ſtill compoſe a part of the Britiſh Empire, with an Eſtimate of their Exports and Imports, to, and from, England. Alſo, our Exports and Imports, to, and from, the revolted Colonies.

America. The Britiſh America conſiſted of two great diviſions, the ſouth, and the north; the former, luxuriant in ſoil and climate, populous, commercial, and flouriſhing; its produce wheat, tobacco, rice, indigo, timber, hemp, flax, iron, pitch, tar, and lumber. This diviſion contains 2,000,000 of inhabitants, who have formed themſelves into Thirteen Republics, independent of Great Britain, and of one another, now called *The United States of America.* The latter diviſion, a cold, inhoſpitable, and thinly inhabited country; its fields covered with deep ſnow, and its rivers froze up from November

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vember till April, which cuts off all ſocial and commercial intercourſe with Europe.

This diviſion was retained, by Great Britain, at the late peace. The habitable part joins the American States, and was originally in the poſſeſſion of the French, to whom it proved an expenſive, unprofitable burden. It hath been no leſs ſo to Great Britain, but it is ſuppoſed to be very improveable, and may become both a valuable ſource of commerce, and nurſery of ſeamen. It is formed into two principal governments; thoſe of Canada, and Nova Scotia. *Canada* is properly the native country of furs, peltry, and other articles which enter largely into the Britiſh manufactures. It alſo furniſhes grain, timber, pot-aſh, and hath valuable iron mines. This province, bounded on the north by frozen deſerts, on the weſt by unknown countries, is only acceſſible to European ſhipping by the river St. Lawrence, whereon ſtand Quebec, Trois Rivieres, and Montreal.

Nova Scotia derives great importance from its local ſituation, and its harbours, particularly Halifax, Annapolis, and Port Roſeway, the ſafeſt and moſt capacious in North America; the centre of northern navigation; a ſhelter to ſhipping from all parts of thoſe ſeas, during the hurricanes, or when the other harbours are frozen up; and here alſo veſſels of any burden may be repaired. In a political view, Nova Scotia is the moſt valuable of all the Britiſh ſettlements in the weſtern hemiſphere, becauſe on this province depends, in a great meaſure, our poſſeſſion of the fur trade, the Newfoundland fiſheries, and the Sugar Iſlands.

The Weſt Indies. By the Weſt Indies is underſtood thoſe innumerable iſlands which lie between the two continents of America, to which diviſion of the globe they properly belong. They were diſcovered near three hundred years ago by Chriſtopher Columbus,

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lumbus, in the ſervice of Spain, and have ſince been ſhared, through force or treaty, by France, Great Britain, Denmark, and Holland. Of theſe iſlands, Great Britain poſſeſſes Jamaica, Barbadoes, St. Kitt's, Antigua, St. Vincent's, Dominica, the Grenades, and ſome others of inferior importance; from whence we import ſugar, rum, cotton, coffee, ginger, pepper, guaiacum, ſarſaparilla, manchineel, mahogany, indigo, gums, and other valuable articles.

Coaſt of Africa. The ſouthern coaſt of Africa was diſcovered by the Portugueſe in that adventurous age which firſt carried the Europeans to the American world. Beſides ſupplying the Weſt Indies with ſlaves, it produces gold duſt, ivory, gums, and other articles, far too valuable to be engroſſed by the Portugueſe alone: conſequently, the Engliſh, French, and Dutch, have taken a ſhare in this commerce alſo. Each nation hath its reſpective forts at the entrances of the principal rivers, but the unhealthineſs of the climate prevents the eſtabliſhment of colonies.

Eaſt Indies. The Portugueſe gradually extended their diſcoveries along the coaſt of Africa, till at length they arrived at the moſt ſouthern promontory of that quarter of the globe, which, in their joy, they called *The Cape of Good Hope.*

This diſcovery opened, unexpectedly, a new tract to the Eaſtern ſhores of Africa; to Perſia, Arabia, the Mogul empire, China, Japan, and the numerous Spice Iſlands of the Indian ſeas. Here the Portugueſe erected a commercial empire at the expence of the unhappy natives, on whom they practiſed all the frauds, violences, and outrage, which their Chriſtian brethren of Spain were carrying on, with unrelenting barbarity, in the weſtern world.

The great wealth which the Portugueſe brought into Europe, while they enjoyed the monopoly of the

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the Indian commerce; the report of their civil and religious tyrannies; the impatience of the natives to throw off the intolerable yoke, began to engage the attention of other European ſtates, particularly the Dutch, who, with the aſſiſtance of the natives, expelled the oppreſſors of India from almoſt every ſettlement, which the Dutch ſeized for themſelves, and thus eſtabliſhed a new, and more permanent power, becauſe founded on juſtice and moderation towards the people over whom they preſide.

The Engliſh wiſely contented themſelves with the poſſeſſion of Madras, Calcutta, Bombay, and other forts in the Mogul empire; where, being indulged by the native princes with ſundry exemptions, and excluſive privileges, they carried on a flouriſhing commerce, and divided eight per cent. upon their capital.

The Mogul empire, or Indoſtan, extends, in a compact ſquare maſs of country, from the Tartarian mountains in north latitude 36, to the Bay of Bengal, latitude 22. From thence it ſtretches due ſouth, in the form of a peninſula, to Cape Comorin, within eight degrees of the line, and thus enjoys a coaſt of three thouſand miles, which, beſides the benefits to trade and navigation, contributes to the health of the Europeans who chooſe to reſide in thoſe very diſtant regions.

Indoſtan, in its moſt extenſive ſenſe, contains 1,116,000 ſquare miles, and is conſequently equal in ſize to Great Britain, Ireland, France, Spain, Portugal, Italy, Germany, Hungary, Poland, and Turkey in Europe. The number of people who inhabit Indoſtan is computed at 100,000,000 of Indians, and 10,000,000 of Mahometans or Moors, the deſcendants of thoſe Arabs, Perſians, and Tartars, who at various periods over-ran and ſubdued this unwieldy empire.

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The native Indians are zealouſly attached to their religious tenets, their laws, and antient cuſtoms; ingenious, tractable, inoffenſive and ſubmiſſive to a degree unknown in Europe; dark in their complexions, eſpecially towards the ſouth; feeble in their perſons, conſtitutionally and religiouſly temperate, living chiefly upon rice, vegetables, and water.

Indoſtan is not only one of the largeſt empires of the world, but its produce is the moſt valuable; being the greateſt repoſitory of diamonds hitherto diſcovered; beſides its ſpices, drugs, colours, ſilk, cotton, ſaltpetre of the beſt quality, ſaffron, coffee, ſugar, and rice. Its manufactures in ſilks, embroidery, and cottons, have long been the admiration of Europe, and particularly of England, where the thirſt of revenue permits the importation of theſe foreign manufactures, though now equalled, if not exceeded, in beauty, by thoſe at home.

Between the years 1751 and 1760 a train of events, more fortunate than honourable, put the Engliſh Eaſt India Company in poſſeſſion of thoſe provinces which have hitherto been conſidered as the garden of Indoſtan, viz. Bengal, Bahar, and part of Oriſſa; the whole, collectively, equal in dimenſions to the kingdom of France, abounding in manufacturing cities, inhabited by ten millions of people, and producing a revenue of 3,500,000l. annually. The fertile province of Benares, otherwiſe Gazipour, adjoining to Bengal on the north, and producing a revenue of 260,000l. was in 1774 annexed to the Company's poſſeſſions in that quarter. The provinces of Bengal and Benares lie on both ſides of the Ganges, and are every where watered by its tributary ſtreams, which are navigable for veſſels of 200 tons, and connected by canals of ſufficient depth for all the purpoſes of extenſive inland navigation. The company alſo poſſeſs a diſtrict of 40 miles round

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Madraſs; the iſland of Bombay; and ſeveral detached cities upon the Indian ſhores.

By means of theſe advantages, and their territorial revenues, the Company enjoy, almoſt excluſively, the whole commerce of the Mogul empire; with the ſouthern parts of Arabia, Perſia, and Tibet. They trade alſo with the kingdoms of Aſem, Aracan, Ava, Pegu, Siam, Cambodia, Malacca, the empire of China,* and the principal Oriental iſlands, excepting Japan, the Manillas, and the iſlands poſſeſſed by the Dutch.

Such are the various and disjointed branches of the Britiſh empire; abounding in articles whereon mankind ſet the greateſt value; a ſtimulus to invaſion, and which will ever require a conſiderable expence to maintain.

Eſtimate of Engliſh exports and imports to and from the remaining ſettlements, in 1773, that year ſerving as an average medium of ten years from 1765 to 1775, being the higheſt average of general exports and imports in the commercial annals of this iſland.

	Exports to	Imports from	Seamen
Eaſt Indies	£. 845,707	£. 1,933,096	6000
African forts	— 662,112	— 68,424	- 3900
Weſt Indies	- 1,235,734	- 2,700,814	- 12000
Canada	— 316,867	— 42,394	- 400
Nova Scotia	— 27,032	— 1,719	- 100
Newfoundland Fiſheries	77,744	— 68,087	- 20000
Hudſon's Bay	— 6,467	— 8,943	- 130
	3,171,663	4,823,477	
		3,171,663	
Balance againſt exports		£. 1,651,814	

* In conſequence of the ſmuggling act, our imports from China will increaſe very conſiderably, and the illicit imports, from France, Holland, and Denmark, will proportionably decreaſe.

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Could we aſcertain the value of ſupplies for garriſons, particularly in Africa, the balance againſt exports would exceed 2,000,000l. But of the articles which ſwell the amount of imports, we circulate a conſiderable quantity over Europe, chiefly for ſpecie.

Eſtimate of Engliſh exports and imports to and from the revolted colonies, upon periodical averages of ten years from 1700 to 1780.

	Exports.	Imports.	Balance in favour of Exports.
1700 to 1710 -	£. 267,205 -	£. 265,783 -	£. 1422
to 1720 -	365,645 -	392,653 -	——
to 1730 -	471,342 -	518,830 -	——
to 1740 -	660,136 -	670,128 -	——
to 1750 -	812,647 -	708,943 -	103,704
to 1760 -	1,577,419 -	802,691 -	774,728
to 1770 -	1,763,409 -	1,044,591 -	718,818
to 1780 -	1,331,206 -	743,560 -	587,646

£. 200,000 per annum ſhould be added to the exports, being the value of ſlaves imported into theſe provinces by the Britiſh merchants directly from Africa. This included, Lord Sheffield ſtates the total amount of balances in favour of England between 1700 and 1773, at - - £. 20,000,000

From which may be deducted the eſtimate of ſupplies for the army and navy, the ſame being valued in the exports } 10,000,000

£. 10,000,000

Againſt this balance and all the commercial benefits which England derived from North America, previous to the revolt of the Thirteen States, Lord Sheffield, and other writers, have brought forward the following ponderous ſums advanced by this country; viz.

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To the annual civil eſtabliſhments of the provinces, previous to the war in 1755 - £. 70,000
To ditto from the peace of 1763 to the time of the ſtamp act - - } 370,000

To the high bounties granted by parliament to encourage American produce, as hemp, flax, fir, and pine timber, pitch, tar, turpentine, indigo, &c. ſuppoſed in the whole to be annually, £. 200,000

To commercial indulgencies allowed the provinces at the expence of the Britiſh merchants.

To loſſes ſuſtained by thoſe merchants from bad payments, particularly ſince the year 1775, when America owed ſeveral millions.

But theſe conſiderations, however important, are trifling to the expence of the three laſt wars, which Lord Sheffield places to the account of America, and eſtimates as follows, viz.

The war commencing in	1739 -	£. 31,000,000
———	1755 -	71,000,000
———	1775 -	100,000,000
		£. 202,000,000

The expence of the laſt war ſeems to be underrated by ſeveral millions.

Relative Situation of Great Britain and France, in Climate, Soil, Extent of Territory, Commerce, Revenue, and other Particulars.—INTERNAL IMPROVEMENTS *recommended, as affording new Sources of Strength and Revenue, whereby the Mother Country will be enabled to retain its Settlements, and extend and protect its Commerce.*

The iſland of Great Britain is ſituated between the 50 and 59 degree of north latitude, a climate which qualifies the inhabitants equally for the arts of peace or war; while the breezes from the ſurrounding ocean

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ocean ſoften the rigours of winter, and temperate the air to a degree unknown in countries upon the continent, lying under the ſame latitudes.

It is equally happy in its animal and vegetable productions; its metals, minerals, and fiſheries; forming, upon the whole, a great ſtorehouſe or magazine of thoſe articles which are the moſt ſerviceable to the real wants of mankind. The returns ariſing from the exportation of theſe in favourable years, exceed credibility, and they admit of being further extended, particularly thoſe of grain, and the fiſheries.

This natural produce, however valuable in itſelf, both for home manufactures and exportation, is rendered ſtill more ſo, from the oblong form, and inſular ſituation of Great Britain, poſſeſſing a coaſt of 2000 miles indented on every ſide by lakes, bays, or harbours; communicating outwardly with the ocean; internally, with numerous navigable rivers* and canals; by which means all the trading towns are ports, which communicate with each other, and with the four quarters of the world.° The manufacturers at Leeds, Mancheſter, Birmingham, and other places, ſhip their goods almoſt at their own doors,

* England is fertilized by more than 50 rivers, which are navigable for barges, carrying from 5 to 150 tons. Scotland hath only 3 navigable rivers, viz. the Clyde, navigable as high as Glaſgow; the Forth, at Stirling; and the Tay, at Perth; but nature hath made ample amends to that kingdom in the numerous lakes which penetrate from 5 to 40 miles within land, and are navigable for ſhips of the line. The Duke of Bridgwater hath the merit of firſt ſetting the example in artificial navigations, and to his ſucceſsful perſeverance his country is indebted for the numerous canals which at preſent interſect the centre of the kingdom. In imitation of his celebrated cut at Mancheſter ſundry public-ſpirited perſons have embarked in the bold enterprize of joining the Thames and the Severn, or rather of completing a work, of which only 10 miles remained to be cut; but ſo unfavourable is nature to the deſign, that a ſubterraneous cut, 16 feet ſquare, muſt be made through two miles of ſolid rock, at the expence of 8 guineas per yard.

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at a low expence of inland carriage to the purchasers; and receive back by the same easy conveyance, the raw materials of both hemispheres. These are advantages of the most essential importance to a commercial country, and which no continent, or widely extended mass of land, can obtain so completely.

These kingdoms are also happily placed between the two great divisions of the globe; having Europe, Africa, and Asia, and the valuable Oriental islands, on one side; North and South America, with the West Indies, on the other. By this most favourable position, in the centre of the world*, they carry on an expeditious intercourse with commercial nations; their ships are continually steering through the ocean in every direction, and the whole earth is their market. Thus hath nature towards this island been lavish in favours, which surrounding nations may admire, but cannot attain. She hath pointed out, beyond a possibility of misconception, that the part assigned to Britain on the great theatre of the world, is an invariable attention to arts, commerce, fisheries and navigation.

Nature is, however, so diversified, that though, in sundry respects, Britain enjoys a decided superiority amongst nations, yet this pleasing reflection receives a check in the review of our comparative situation with France, the only European state that hath any pretensions to rivalship, or from which danger is to be apprehended.

* The antients considered Britain as placed at the western extremity of the world; but, on the discovery of America, our island was found to lie between the two continents, and equally adapted for the commerce of the one, and the other. Its situation, also, facing the entrance of the Baltic sea, affords it a short and easy communication with Norway, Denmark, Sweden, Germany, Poland, and the great empire of Russia; countries that furnish the materials of those mighty fleets which are Britain's glory and defence.

France,

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		Square miles.
France, including the iſland of Corſica, contains - -		141,357
England and Wales	49,450	
Scotland with the iſles	27,794	
Ireland -	27,457	
		104,701
Square miles in favour of France -		36,656

The ſuperiority of that kingdom in climate and ſoil, is ſtill more conſiderable. The northern provinces, as Picardy, Normandy, Britanny, Lorrain, and French Flanders, equal the moſt fertile counties of England, in grain, and common fruits. But the natural riches of France are its ſouthern provinces, between which and England all compariſon ceaſes.

To explain this ſeeming improbability, it may be neceſſary to remind the reader, that thoſe provinces ſupply Europe and America with the moſt delicious wines, as claret, burgundy, champaign, pontac, frontiniac, muſcadel. They alſo produce in great abundance, brandy, honey, the finer fruits, ſilk, ſaltpetre, ſaffron, and excellent ſalt; articles, which enter deeply into the commerce of France, and furniſh exports, ſufficient of themſelves to enrich a great kingdom.

Such extent of dominion, and luxuriancy of ſoil, imply a numerous population, which, according to the late returns of the intendants of the provinces, amounts to near — — 28,000,000

England and Wales, agreeable to Dr. Price's calculation of 5 perſons to each houſe, contains *	5,000,000

* Other writers affirm, that England and Wales contain above 6,000,000 inhabitants of all ages.

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Ireland contains above	2,000,000	
Scotland, 30 years ago, agreeable to an eſtimate made out by the late Dr. Webſter.	1,300,000	
		8,300,000
In favour of France	—	19,700,000
Specie in France —	£.	87,000,000
——— Great Britain and Ireland		20,000,000
In favour of France —		67,000,000

The revenue and expenditure of France have been gradually increaſing ſince the reign of Lewis XIV. and they amount at preſent to 18,000,000l. This ſum may ſound high to an Engliſhman; but was France taxed proportionably to Great Britain, its revenues would probably exceed 24,000,000l.

This conjecture is founded upon the comparative population of both kingdoms. If 5,000,000 of people in England, raiſe 15,000,000l. a country ſtill more fertile, equally commercial, and inhabited by 28,000,000 of people, could extend its revenue beyond the abilities of any two nations in Europe to equal.

The great ſuperiority which France enjoys, from extent of territory, and fertility of ſoil, derives additional value from her local and maritime ſituation. Waſhed on one ſide by the Atlantic, ſhe trades with the northern parts of Europe, the coaſt of Africa, India, China, and America. Having the Mediterranean on the ſouth, ſhe engroſſes almoſt the whole trade of Italy, the ſtates of Barbary, the Turkiſh empire in Europe and Aſia, comprehending Greece, Conſtantinople, Syria, Egypt, and other parts of thoſe

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thoſe extenſive ſhores, which antiently engroſſed the commerce of the world *.

Next, if not ſuperior, to thoſe channels of commerce, are her Weſt India colonies, which far exceed, in extent, and value, thoſe of Great Britain; and new plantations are in continual progreſſion. The annual produce of the European colonies was thus valued ſome years ago, when the iſland of Tobago was in the hands of the Engliſh; viz.

	Ships.	Men.	Value.
French	600	18,000	£. 4,375,000
Britiſh	600	12,000	2,887,500
Dutch	150	4,000	1,050,000
Daniſh	70	1,500	306,250
Spain, it is conjectured, receives to the value of	—	—	437,500
			9,056,250

It would be endleſs to enumerate the various channels of commerce and revenue which that potent, active kingdom hath opened, and is opening; ſome of them, at the expence of Great Britain, in defiance of our ſhips of the line, and all the vigorous efforts we have been making to retain them.

Equally attentive is that nation to objects of inferior concern, but which, in the aggregate, are rendered ſubſervient to the great plan of national polity. It is well known that Greece and Rome ſet examples to mankind in whatever is beautiful, ſtupendous, and uſeful, in architecture and ſcience. In imitation of thoſe great models, the public works in France

* The Britiſh trade with thoſe countries was formerly very conſiderable and beneficial; but it is at preſent little more than a name, owing to the rivalſhip of the French, particularly in broad cloth, which they manufacture chiefly of ſmuggled wool from Ireland and this kingdom.

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are conſtructed with a ſpirit, taſte, and ſolidity, far ſurpaſſing the diminutive, imperfect undertakings in England; becauſe, in the former country, they are the works of government, conducted on the moſt extenſive plans, with a view to magnificence as well as general utility. Whereas, in England, thoſe works which are of the greateſt national importance, as highways, canals, and harbours, are entruſted ſolely to the abilities of a few traders, or country gentlemen, whoſe only views being profit, or local conveniency, they are executed upon contracted deſigns, frequently with borrowed money, and conſequently ſubject to ſuch heavy burdens as to defeat, in ſome reſpects, the ends for which they were undertaken.

Equally liberal, magnanimous, and politic, is the French government, in adopting its regulations in finance, to the particular ſituations, caſes, and abilities of the reſpective provinces which compoſe the kingdom. The duty upon ſalt, for inſtance, is levied in ſome diſtricts extremely high; in others, conſiderably lower; while the poorer countries are totally exempted. Even the frontier provinces, which that kingdom hath been gradually abſorbing by conqueſt or treaty, are indulged with privileges and exemptions, which the native French do not enjoy. This condeſcenſion cannot fail of gaining the affections and confidence of thoſe remote ſubjects, and of facilitating new acquiſitions.

Such is the nation which Britain hath as its rival in arts, commerce, and arms. Superior in climate, fertility, and dominion; in population, revenue, ſpecie, munificence, and civil polity; availing itſelf of the errors of this country, and riſing upon its fall.

Upon the whole, we have been too ſecure in our eſtimation of that kingdom, and the wiſdom of its councils. Inſtead of a rival, there is reaſon to dread

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dread a ſuperior, or a controuling power, in every quarter of the globe. We have lately beheld our widely diſperſed, and devoted empire; our commerce, ſhipping, and all the avenues and ſources of external revenue, at the mercy of the moſt potent kingdom on the globe; whoſe friendſhip is univerſally courted by mankind, and whoſe influence gives the turn, or caſt, to the councils of Europe, Aſia, and America. No longer governed by an oſtentatious diſplay of military parade in Flanders and Germany, our rival now directs her attention to commerce, the navy, and the humbling of Great Britain. While we are amuſing ourſelves with the unceaſing ſquabbles of ambition, faction, or party, France is concluding a treaty, or meditating a blow againſt this infatuated country. Our wars, therefore, are in future to be conſidered, not as wars of choice, but of unavoidable neceſſity. To whatever hemiſphere France directs her fleets and armies, thither the Britiſh armaments muſt follow, to watch ſo vigilant an enemy, and to ward off the impending danger.

Thus, there remains no alternative between a total relinquiſhment of our tranſmarine poſſeſſions, or a continued, expenſive preparation for defenſive war. If we reſolve upon the latter, we muſt at the ſame time deviſe new ſources of men and revenue, a matter of greater difficulty than ſome ſpeculative writers ſeem to allow. The ordinary and extraordinary revenues have nearly ſeen their utmoſt limits, beyond which they cannot be carried, without endangering manufactures and population. Neither can we extend the lines of our narrow kingdom, becauſe theſe are fixed, unalterably, by the hand of Nature. But though we cannot enlarge its boundaries, we may improve its ſoil, realize millions of acres which are covered at preſent with heath, bruſhwood, moſs, or ſtagnated waters. We may encourage

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encourage arts, and new branches of manufacture; facilitate inland carriage, extend the fiſheries, and raiſe a new world of thriving populous villages.

Harbours may be deepened or enlarged, royal dock-yards conſtructed in the moſt eligible ſituations, and ſhip-building encouraged around the whole iſland.

The hitherto neglected metropolis may be improved, and ornamented with magnificent edifices, ſo as to become the admiration of mankind, and to draw hither the wealthy, and the curious, from all parts of Europe, as to the centre of arts, commerce, and ſplendour.

We may adopt a compendious and ſaving mode of collecting the revenue, to the mutual advantage of government and the community; beſides the ſuppreſſion of that national evil, ſmuggling; a practice which the whole navy of England would in vain attempt to prevent. We may appropriate a given ſum for reducing the national debt; or adopt, for that purpoſe, ſome of the plans propoſed by Dr. Price, whoſe writings on this ſubject ought to be read by all thoſe who have any regard for the ſafety of their country, its commerce, and dependencies.

Theſe, ſeem to be ſome of the moſt neceſſary objects of attention; but if improvements were extended to a reviſal of the whole ſyſtem of national polity, ſo as to model, qualify, and bring down all the conſtituent parts, to caſes and circumſtances now exiſting; the objects will be found ſo numerous and important, that it would require the abilities, and political knowledge, of a Sheffield, an Eden, and a Tucker, to bring them into public view.

With this iſland is lodged the active, invigorating force, that gives, or ought to give, ſecurity and protection to all the diſtant branches throughout the wide expanſe of empire. Proportioned, therefore,

to

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to the magnitude of external dominion and commerce, ſhould be the powers of the centre; a conſideration which hath not, ſeemingly, had a due ſhare of attention. The improvement of the mother country was neglected, as an object of trivial concern; and the conſequences were ſuch as might have been expected. Filled with vaſt ideas of extenſive empire, and commercial monopoly, we enjoyed a momentary ſplendour, at an expence far exceeding our abilities, and in a few years the golden dream vaniſhed.

But ſo extenſive were our diſtant poſſeſſions, that though an empire be loſt, through the weakneſs of the ſeat of government, an empire ſtill acknowledges our ſway; whoſe proportionable magnitude to that of Great Britain is as five to one, without including the uninhabited regions of Labrador, and the countries round Hudſon's Bay.

Conſidering our ſituation, therefore, in every point of view, *national improvements*, and the *increaſe of population*, ſeem not only matters of *expediency*, but of *poſitive neceſſity*; objects of the firſt importance, and to which all other concerns are only ſecondary, in a very diſtant degree. Happily, the field which yet remains for the exerciſe of a patriotic adminiſtration; the internal reſources ſtill in reſerve for the relief of an oppreſſed kingdom; afford a pleaſing, well-grounded proſpect, that we ſhall not only be able to ſurmount preſent difficulties, but even to riſe, with redoubled ſtrength, from the ruins of a ſhattered empire. If we wiſh to erect a fabric of future proſperity on a permanent baſis, we muſt return to our deſerted native country; trace out the unexplored gifts of nature, and bring into action all its hidden treaſures. England in 1784, contraſted with England at the Revolution; with Ireland, Ruſſia, and North America, is a highly improved country. But England in 1784, compared

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compared with Holland, China, antient Greece, Italy, and Egypt, ſeems to be nearly in a ſtate of nature; ſtill more ſo, is the northern part of our iſland, as will appear in the ſubſequent review of that kingdom.

Reſpecting population, we have to obſerve that the ſeven United Provinces of the Netherlands, containing only 9540 ſquare miles, and ſupplied in grain and neceſſaries by their neighbours, calculate the number of inhabitants at about 2,000,000. Whereas Great Britain, which contains 77,244 ſquare miles, and ſupplies other nations with its exuberance, whoſe natural ſituation is moſt eminently calculated for inland and foreign trade, is ſuppoſed to be inhabited by no more than 6,300,000. We may therefore, without entering upon minute calculation, thus eſtimate the number of people, who, with the aid of government, might be maintained and employed in Great Britain, viz.

In England — —	12,000,000
— Scotland — —	3,000,000
	15,000,000
If the Iriſh government ſhall perſevere in its patriotic efforts, the population of that fertile kingdom may be increaſed from 2 to	5,000,000
	20,000,000

the whole conſtituting a power ſufficient for all the purpoſes of external defence, againſt the united force of our formidable rival, and her numerous allies.

To theſe favourable circumſtances on the creditor ſide of public affairs, we have further to add, that, after 1791, the remaining long annuities, and life-annuities, granted in the reign of King William and Queen Anne, alſo the annuities given as pre-

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miums to thoſe who have advanced money to the ſtate, ſince thoſe reigns, will gradually expire, by which above 1,300,000l. annually, will revert to the public.

It is ever to be regretted that government did not raiſe the loans, or the greateſt part of them, on temporary annuities, which they might have done at a trifling difference in the expence. If, inſtead of 10,000,000l. the intereſt of the preſent debt, and of which eight parts are, or will be, perpetual, government had funded a tenth part only in perpetuity, the expence would ſcarcely have been felt by the nation in general, while a million paid annually to the opulent creditors of the public, would have fully anſwered all the purpoſes of individual conveniency. Such would have been the happy ſtate of our finances at the preſent time, and ſo light the burdens tranſmitted to poſterity, had miniſters been ſeriouſly inclined to keep the public debts within moderate bounds. Nor is it yet too late to put theſe enormous burdens into a train of redemption, within a given time, providing that our preſent rulers ſhall be ſo diſpoſed. If they wiſh to gain the full confidence of the nation; to unfetter our commerce and manufactures; to check emigration; and to keep that many-headed monſter, war, at a diſtance, by being always prepared for it; if they are emulous of honeſt, well-earned fame, and deſirous to tranſmit their names to poſterity, as the ſaviours of their country; they will liſten to the voice of reaſon, and the calls of common juſtice towards an injured community, who have been grievouſly loaded, beyond any example in the annals of mankind.

The further reſources ſtill in reſerve for national purpoſes, may be thus ſtated.

Savings in the army and ordnance eſtabliſhments, in conſequence of the loſs of America, and the very expenſive, though uſeleſs iſland of Minorca.

Ditto,

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Ditto, in bounties on American produce and other diſburſements in thoſe ſtates, the whole ſuppoſed to be half a million annually.

Ditto, in collecting the exciſe, cuſtoms, and duties, being at preſent from 6 to 15 per cent. on the groſs amount, but which may be reduced to leſs than one half of that expence, as ſoon as the complicated maſs of revenue ſhall be ſimplified or conſolidated, and ſmuggling ſuppreſſed.

Ditto, by aboliſhing the bounty on the exportation of corn, ſuppoſed to coſt the nation 140,000l. annually, upon an average of years, without anſwering any other purpoſe than the encouragement of frauds, it being alledged that many cargoes thus ſhipped upon bounty are, ſoon after, brought back, relanded, and ſhipped upon a ſecond bounty *.

Sale

* A bounty upon the exportation of corn in a manufacturing country, is ſo far impolitic, as it affords a pretence for raiſing the rents of lands at the expence of that claſs of people who are leaſt able to bear it; and, at the ſame time, gives our rivals in trade a decided advantage at foreign markets. It hath been argued, in ſupport of the bounty, that cheap proviſion is the ſource of idleneſs, and diſorderly habits, amongſt perſons who are reſtleſs through the impatience of money in their pockets. Admitting this to be the caſe with a portion of the working people, ſhall the wives and children of theſe thoughtleſs men be rendered ſtill more wretched, through the want of that neceſſary article, bread, thus artificially enhanced beyond its natural value, and beyond the abilities even of the moſt induſtrious mother to purchaſe a ſufficient quantity for her unhappy offspring? Or, becauſe the kingdom may contain 50 or 60,000 diſorderly perſons, is the whole body of the ſober, the domeſtic, and the induſtrious manufacturers, artiſts, and labourers, with their families, amounting to ſome millions, to be thus deprived of the gifts which Heaven hath ſo bountifully provided for them?

It hath been further argued, that, as wages are higher in England than in any other country, the working people can bear a proportionable riſe in the price of proviſions; but it ſhould be conſidered, that human nature is ſubject to accidents, to lingering ſickneſs, and to death; that even the moſt diligent are ſometimes out of employ, from ſtagnation of buſineſs; and that when the work, from whatever cauſe, is at a ſtand, the ſupplies of a whole family

are

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Sale of the royal foreſts, crown lands, and other unproductive claims, which would alſo open a new field to agriculture, population, and the conſumption of home manufactures.

Some of theſe ſavings are now in actual progreſſion, and the accumulated amount of the whole will ultimately exceed 2,000,000l. annually.

In the mean time, however, additional taxes muſt be levied to raiſe the public revenue to a par, or level, with the unavoidable diſburſements as before ſtated; and, as perſons of all denominations have ſomething to ſay on theſe ſubjects, the following obſervations are ſubmitted, among other ſchemes of the day, to the conſideration of the reader.

The objects of revenue may be claſſed under three general heads;

1. *The landed property*; on which, owing to late improvements, and the rapid growth of towns, the tax is levied at preſent very unequally.

2. *Trade and commerce*; or duties and exciſes on exports and imports, manufactures, and the neceſſaries of life. Objects, that ought to be the laſt in conſideration, and always touched with the greateſt delicacy; but, which, on the contrary, have been taxed, and re-taxed, to an alarming degree; tending to ſap the foundations of commerce, the great prop on which all other ſources of revenue chiefly depend.

3. *Luxuries, ſuperfluities, and amuſements*, ſeem therefore, the moſt eligible objects of taxation, and which will be more or leſs productive in proportion as commerce ſhall be exempted. From theſe channels all the deficiencies of revenue may be amply

are inſtantly cut off. Debts, or the precarious dependence upon friends or neighbours, look them in the face, and the loſs of one week throws them back many weeks. It ought alſo to be conſidered, that as taxes, and all the neceſſaries of life, have riſen, and are riſing, far beyond any example in other countries, the article of bread ſhould, in policy and humanity, be permitted to reach the cottage, and the garret, at ſuch prices as bounteous nature alone, ſhall, from year to year, ſtamp upon it,

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ſupplied, and at an eaſy expence in collecting; without oppreſſing any claſs of people; without cramping the national exertions; or driving the induſtrious manufacturers and their families to the new world. The articles which ſeem to be the moſt productive, though the leaſt burthenſome, are,

	ANNUALLY.
Gentlemens carriages having 4 wheels and 2 horſes, —	£. 10 0 0
—— 4 ditto —— ——	25 0 0
—— 6 ditto —— ——	50 0 0
Chaiſes or whiſkies having 2 wheels -	5 0 0
Saddle horſes kept for pleaſure —	1 0 0
Qualifications for ſhooting ——	5 0 0
Every pack of hounds ——	25 0 0
Dogs of certain deſcriptions, from 5s. to	1 0 0
Every houſe-keeper or maſter of a family, for permiſſion that hair powder may be uſed in ſuch family, if renting a houſe under 50l. and to be charged proportionably upon higher rents	0 5 0
A ſimilar tax to be levied and proportioned upon houſekeepers, who permit card-playing within their reſpective houſes	0 5 0
Watches from 5s. to ——	2 0 0

Theſe taxes, if duly enforced, are calculated to raiſe above 1,000,000l. a ſum which, with ſavings, and the extinction of temporary annuities, would effect the following eſſential purpoſes, viz:

Make good all the deficiencies of revenue, ariſing from whatever cauſe.

Enable government to reduce the national debt, by means of an accumulating fund, upon compound intereſt, during a given number of years *. And

* Dr. Price and other gentlemen converſant in numerical calculations, have given ſeveral ſtriking examples of the progreſſive effects of

And thirdly, enable government to appropriate a ſpecific ſum annually to objects of national improvement; which, beſides giving encouragement to ingenuity, and employment to the induſtrious, would promote the circulation of ſpecie throughout the kingdom, increaſe the demand for various articles of inland manufacture, keep the people at home; and finally produce, in their operation, an annual equivalent equal to the whole amount of the original expence, if not, in many inſtances, exceeding it.

of accumulating intereſt, provided that both principal and intereſt ſhall be permitted to operate, without alienating any part thereof, as was originally propoſed by the projectors of the ſinking fund in 1716.

"Money," ſays the Dr. "bearing compound intereſt increaſes at firſt ſlowly. But, the rate of intereſt being continually accelerated, it becomes in ſome time ſo rapid as to mock all the powers of the imagination. *One penny*, put out at our Saviour's birth to 5 *per cent. compound* intereſt, would, before this time, have increaſed to a greater ſum, than would be contained in a *hundred and fifty millions of earths all ſolid gold*. But if put out on *ſimple* intereſt, it would in the ſame time, have amounted to no more than *ſeven ſhillings and fourpence half-penny*.

Reſpecting the preſent national debt, the Dr. ſays, that a million borrowed annually for 20 years, will pay off, in this time, 55 millions 3 per cent. ſtock, if diſcharged at 60l. in money for every 100l. ſtock; and in 40 years more, without any further aid from loans, 333 millions (that is 388 millions in all) would be paid off. The addition of 19 years to this period would pay off a *thouſand millions*."

"One million yearly applied to diſcharge our debt, would, ſays Baron Maſeres, raiſe in 60 years, at 75 per cent. 317 millions."

Such is the hope yet remaining for this iſland, after the long train of political errors which characterize the age. It muſt therefore afford every friend of his country, and of poſterity, very conſiderable ſatisfaction when he contemplates, that by a ſlight requiſition on a few articles of luxury only, our incumbrances may be diſcharged, and all taxes on manufactures, and the neceſſaries of life aboliſhed. By this happy turn in our affairs we ſhall ſoon be enabled to go to foreign markets with better goods, and at lower prices; nor will there be, under ſuch circumſtances, the ſmalleſt pretence to ranſack the globe, in queſt of remote ſettlements.

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So ſoon as the great concerns of the nation ſhall be put into this happy train, Britain may be conſidered as out of danger, and in a hopeful way; eſpecially ſo, if we, inſtead of ſtimulating the jealouſy, and irritating the paſſions of mankind, enjoy our ſuperlative advantages, in humble gratitude to the Author of thoſe gifts, and with moderation and humanity towards mankind, of whatever country or complexion.

This rule of conduct will allay the jealouſies, diſſipate the reſentments, and ſecure the friendſhip of an offended world. It will accelerate commercial intercourſe, give permanency to old channels of trade, and open new ones, whereof there yet remain an unbounded field, eſpecially with France, and the northern part of our iſland; countries, of which we have in many reſpects loſt the benefit, by labouring to cruſh the one, and by cramping the exertions of the other.

Such is the arduous work allotted for thoſe who are, or ſhall be, entruſted with the management of public affairs. They have to undo the miſtakes of almoſt a century, and to lead the nation into that direction which nature, experience, and the circumſtances of the times, point out as its proper line of action.

The embarraſſments to be encountered, and the difficulties to be ſurmounted, in reſtoring a fallen empire, preſent a noble field for the exerciſe of Roman patriotiſm; that ſpecies of virtue which elevates the mind, ſuperſedes all ſelfiſh or frivolous conſiderations, and perſeveres, with enthuſiaſtic zeal, in whatever is great, uſeful, and benevolent. It is pleaſing to obſerve, that as our former ſyſtem was fallacious in its principle, and ruinous in its operation to ourſelves, and to mankind; the meaſures reſerved for the preſent day will produce the moſt ſalutary, healing, and beneficial effects, wherever our influence extends. That plan of action, which

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is calculated to beſtow not imaginary, but real glory, to this exhauſted country, will, at the ſame time, give peace, ſecurity, and comfort to a tenth part of the human race *.

* The world is ſuppoſed to contain 953 millions of people; of which number, 25 millions are under the ſovereignty of the king of Great Britain; but, in eſtimating the whole collective body of mankind who are more or leſs under the influence of the Britiſh councils, or affected by them, we muſt, beſides our Oriental provinces, include the greateſt part of the Mogul empire. The truſt which Heaven hath repoſed in the members of the Britiſh ſenate is, therefore, a matter of the greateſt importance, and moſt ſerious concern: they are the ſtewards of nations and people, in every quarter of the globe; bound, by every poſſible tie, to diffuſe univerſal juſtice, and effectually to redreſs the grievances of thoſe who cannot, or who dare not, lodge their complaints, perſonally, where alone the ſupreme power is veſted.

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ANNALS

OF

SCOTLAND.

SCOTLAND having been long harraſſed by hoſtile invaſion, and ſometimes embroiled in civil commotions, the profeſſion of arms became both a neceſſary, and a favourite employment amongſt the great body of the people. Every man was a ſoldier, ready to march at the command of his chieftain, or upon the ſummons of his prince. The nation, thus inured to the habits of war, in defence of their country and liberties, and always prevailing in the ſequel, gained a military reputation abroad; while the valour and fidelity of the auxiliary Scots, in the armies of contending princes, procured their native kingdom various commercial privileges and exemptions, which it enjoyed until the acceſſion of James VI. to the crown of England, when thoſe nations, the mart at Campvere in Holland excepted, alledging that Scotland was no longer a ſeparate kingdom, ſubjected its commerce to the ſame regulations and reſtrictions as that of England. The Scots of the middle ages, ſenſible of the benefits to commerce which thoſe diſtinguiſhed privileges beſtowed, began to avail themſelves of the riches which their ſeas and extenſive coaſts afforded, and to import, chiefly by means of the fiſheries, not only the produce of more luxuriant climates, but alſo ſpecie in conſiderable plenty;

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plenty; inſomuch, that the coin of Scotland continued, for many ages, the ſame in quality and quantity as coins of the like denominations in England.

Mention is made by foreign writers of a traffic between Scotland and the Low Countries, whither, in the ninth century, the Scots carried their fiſh; and it is obſervable, that this trade firſt ſuggeſted to the Dutch the idea of that fiſhery on the coaſt of Scotland, which was the origin of their riſe, from inſignificant villages, to High and Mighty States.

Long before that period, however, the Scots and Picts ſeem to have been acquainted with certain principles of rude architecture, as appears by ſundry houſes and ruins, particularly in the Highlands, of a moſt ſingular conſtruction, and fully deſcribed by the antiquaries of the preſent century.

Next in time, are the circular towers at Brechin and Abernethy, which have alſo been deſcribed, though their uſes have not been aſcertained, by thoſe writers.

It is beyond a doubt that eccleſiaſtical buildings of conſiderable magnitude began to be erected in the fifth century; ſome of theſe buildings being mentioned by Bede who lived near that period, and by ſucceeding hiſtorians, and in charters.

But it was not till the Scots had re-united the Pictiſh kingdom, expelled the Saxons, broke the power of the Danes, and eſtabliſhed peace and ſecurity, that the princes, nobility, and dignified clergy, began, by means of commerce and the fiſheries, to erect thoſe magnificent fabrics which characterize the 11th, 12th, and 13th centuries. Thoſe mighty works were carried on with unremitting aſſiduity, under the patronage of a line of excellent monarchs, through whoſe mild government, wiſe inſtitutions, and patriotic exertions, the kingdom arrived, comparatively, to a conſiderable degree of refinement, and began to form a part in the

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political ſyſtem of Europe, when the death of Alexander III. in 1285, wound up that flouriſhing period, and embroiled the two Britiſh kingdoms in all the calamities of a ſixty years war.

The population, the commerce, and the reſources of Scotland, at the commencement of that deſtructive period, muſt have been very conſiderable. The kingdom was ſupplied by Genoa, with ſhips and arms; and by the Netherlands with arms, ſtores, and proviſions.

In the Fœdera, * vol. III. page 771, Edward II. ſolicits the Earl of Flanders to break off all communication

* In the beginning of the reign of Henry I. king of England, anno 1100, the records and regiſters of public acts of the crown firſt began to be regularly kept. From theſe, Thomas Rymer, Eſq. hiſtoriographer to queen Anne, publiſhed his celebrated *Fœdera* in 20 vols. folio: Conſiſting of treaties, conventions, letters, grants, &c. between the kings of England, and foreign princes, and ſtates; and alſo, many charters, grants, proclamations, &c. of thoſe kings, relating to matters with their own ſubjects. Tranſcribed from the public archives in the Tower of London and the Chapel of the Rolls; which collection was continued by Mr. Saunderſon, keeper of the ſaid records.

Mr. Carte, in a printed advertiſement, anno 1744, relative to his then intended hiſtory of England, ſays, "That our records began to be kept in the reign of Richard I. (probably he means *more generally*) when the acts and grants of our kings, under the ſeal of their Chancery Exchequer, began to be regularly enrolled and kept in proper repoſitories. That the ſurvey of the lands of the kingdom in *doomſday book*, and the ſheriffs accounts for one year of Henry I. and for all the reign, except the firſt year, of Henry II. among the rolls, in the Pipe Office, are indeed more antient; but theſe are not properly acts of our kings; nor were the acts of other kings in Europe uſually enrolled and entered upon record before that time. In France, before that time, the Chancellor only kept copies of all grants under the great ſeal, which, at his demiſe, were delivered over to his ſucceſſor; and the like method was probably obſerved in England, and, perhaps, in other parts of Europe. But an accident of our king Richard's ſurpriſing king Philip Auguſtus in an ambuſh, and ſeizing of his great ſeal and the copies of all his grants, made them fall into the method of regiſtering in books, and repoſiting in ſecure places, the copies of all grants, &c. And this method ſeems to have been introduced, at the ſame time, into England."

The

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munication and correſpondence with the Scots, whom he calls rebels; to which the Earl made anſwer as follows: "Our country of Flanders is common to all the world, where every perſon finds free permiſſion, neither can we withhold this priviledge from perſons concerned in commerce, without bringing ruin and deſtruction on our country. If the Scots come into our ports, and our ſubjects go to theirs, it is not thereby our intention, nor that of our ſubjects, to encourage them in their error, but merely to carry on our traffic without taking part with them."

In 1322, Edward finding all his remonſtrances with the Earl of Flanders ineffectual, and that his ſubjects ſtill continued to ſupply the Scots with arms and proviſions, ordered the barons of the Cinque ports to deſtroy all the ſhips of the Flemings, which ſhould be found carrying ſupplies to the Scots. And in 1333, we find Edward III. complaining to the ſaid Earl, and to the burgomaſters of the three good towns of Bruges, Gaunt, and Ypres, of their people's aiding the Scots, his enemies, with their ſhips, ammunition, and proviſions.

So reſpectable was the Scottiſh trade, even in the worſt of times; and as all the trifling manufactures of that early period muſt have been nearly at a ſtand during the depreſſing circumſtances attendant upon war, we may chiefly attribute the foreign aid and ſupplies, to the fiſheries alone.

No ſooner had peace, ſecurity, and good order, been reſtored, than the nation reſumed its commercial ſpirit with new vigour, and from thenceforward the progreſſive flouriſhing ſtate of Scotland is

The valuable collection of ſtate papers, thus happily preſerved through a ſeries of ages, and amidſt all the revolutions that convulſed the iſland, hath enabled later hiſtorians to correct the errors of old writers, and to publiſh the annals of both nations, with a degree of certainty hitherto unknown.

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fully authenticated in the writings of Britiſh and foreign hiſtorians, as well as by charters and parliamentary records.

In 1378, one Mercer, a Scots navigator, having been taken priſoner by the Engliſh, his ſon, with a ſquadron of ſhips, attacked Scarborough, where the elder Mercer had been confined, carried off ſeveral veſſels, and a conſiderable number of the inhabitants. This, the Engliſh hiſtorian, Walſingham, laments, as "a great misfortune to England, which might have been enriched by the ranſom the elder Mercer was capable of paying."

The Scots commerce with the Low Countries, France, Spain, and the Mediterranean, had at this time become ſo conſiderable, that the ports in the north of England, particularly Newcaſtle and Hull, fitted out privateers to intercept it, and actually took a Scots ſhip, valued at the immenſe ſum, for thoſe days, of 7000l. ſterling.

In 1381, the Engliſh council iſſued ſpecial orders that the Scots ſhould receive no moleſtation in their trade.

In 1407, John duke of Brabant, did "grant his letters patent of *new privileges* to thoſe of the Scottiſh nation, trading *all over* his dominions," and it is further related that Bruges, in Flanders, was then, and had been *very long before that time*, the ſtaple port for Scottiſh ſhips and merchandize."

In 1410, according to Engliſh hiſtorians, "Sir Robert Umphryville, vice-admiral of England, lay, with ten ſhips of war, before the port of Leith, when landing on either ſide the Forth, where he did much miſchief and plundered the country, he took many prizes, and burnt the great galliot of Scotland, with many other ſhips, and yet brought home fourteen tall ſhips, laden with drapery goods and corn, whereby he ſo far lowered the prices in England, as to have obtained the name of Mend-market."

The

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The fifteenth century opens an æra extremely favourable to the arts of civil life in Scotland, particularly literature, ſcience, huſbandry, planting, commerce, navigation, and the fiſheries. It introduces the pacific, the ſplendid, and truly patriotic reigns of the five James's, who were equally vigorous in executing, as their parliaments were in enacting, the numerous regulations and inſtitutions which diſtinguiſhed the vertical period of Scotland's glory and happineſs.

James I. one of the moſt accompliſhed princes of the age, applied himſelf with unremitting aſſiduity, to every object of national utility.

He amply endowed the univerſity of St. Andrews, of which he was properly the ſecond founder. He eſtabliſhed ſchools over the kingdom; invited and encouraged learned and ingenious foreigners to reſide in Scotland; and frequently honoured their public exerciſes with his preſence. He kept a diary, in which he wrote down the names of all ſuch men as deſerved his patronage, and preferment; reproved, with great freedom, ſuch churchmen as lived unſuitably to their character; and, as a check to their immoderate luxury, he brought over ſome Carthuſian monks, the ſevereſt order in the church of Rome, for whom he endowed and alloted a monaſtry at Perth, the centre of his dominions.

He rewarded induſtry, encouraged agriculture, huſbandry, manufactures, and commerce; * regulated

* In the ſtatutes of his firſt parliament, mention is made of a duty of 4d. Scots, on each thouſand of red herrings, made in Scotland. And, in his ſecond parliament, a duty was laid on woollen cloth exported. While the foregoing extracts ſerve to exhibit the antiquity of red herrings and woollen cloth, for exportation in Scotland; they inform us, at the ſame time, that our anceſtors of thoſe days were little acquainted with the ſcience of commerce; for, beſides the impolitic duties laid upon exports, the royal boroughs made an ordinance, that no foreign merchants ſhould

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regulated the wages of workmen and labourers, by a certain ſtandard; introduced a better ſtyle of architecture; obliged landlords to rebuild or repair all their manors, caſtles, and forts; and to ſuperintend the civilization of their tenants, for whoſe conduct they were made partly reſponſible. He reformed the courts of juſtice, and obliged every advocate, who attended at the bar, to ſwear, before they entered upon any proceſs, "that they ſhould ſay nothing but truth, in order to make it appear ſuch to the judges: That they ſhould not go about to corrupt the judges, with promiſes or bribes: That they ſhould make uſe of no falſe or frivolous arguments: and laſtly, That they ſhould by no means offer to delay or retard the deciſion of the caſe in debate." He travelled through the moſt uncivilized parts of the Highlands, to ſee that juſtice was duly adminiſtered. He rebuilt, or repaired bridges; eſtabliſhed ferries and inns; enforced the antient warlike exerciſes of the people, ordering muſterings or wappinſhawings of all men, between the ages of ſixteen and ſixty, to be made four times a year, in every ſheriffdom of the kingdom; that every ſubject ſhould be provided with warlike weapons according to his degree; the meaneſt to be furniſhed with ſufficient bows and arrows, a ſword, buckler, and knife. Laws were enacted againſt drinking, and vanity in apparel; cloaths of ſilk, rich embroideries, coſtly furs, necklaces of

ſhould be permitted, as had formerly been practiſed, to purchaſe herrings from the Scottiſh fiſhermen, at ſea, nor until they were firſt landed; that ſo their own burghers might be firſt ſupplied. Whereupon the Netherlanders and the German Hanſeatics (who, till then, conſtantly took off immenſe quantities of herrings from the Scots, on their coaſts, whereby Scotland was enriched) betook themſelves directly to that fiſhery, whereby Scotland became afterwards impoveriſhed, and thoſe other people were greatly enriched.

James I. having married his daughter Mary to Wolfred Lord of Vere, the Scottiſh ſtaple was removed from Bruges to that city, where it hath generally remained to the preſent time.

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pearl, &c. were prohibited to be wore, excepting by knights and lords, or their heirs.

All taverns of wine, ale, or beer, were to be ſhut upon tolling a bell at nine o'clock in the evening, by the magiſtrates of burghs, who were to forfeit fifty ſhillings to the king's chamberlain as often as they ſhould fail in their duty.

James, to the excellent ſtatutes which diſtinguiſhed his reign, endeavoured to ſoften the manners of his ſubjects, by introducing the polite arts, particularly thoſe of poetry, painting, and muſic, to their acquaintance. In poetry, he was an author; and of muſic, he was one of the beſt judges and compoſers of his time. He is generally ſuppoſed to have been the reformer of the Scottiſh vocal muſic, if not the father of that elegant ſimplicity, for which the antient Scottiſh muſic is every where celebrated. Several pieces of his poetry were extant in the reign of James V. but nothing hath reached the preſent times that can be attributed to him, with any certainty, excepting a panegyric upon the princeſs Jane, before ſhe was married to him, called *the King's Quair*,* which in the

* The King's Quair was reſcued from oblivion by the aſſiduity of the learned and ingenious William Tytler, Eſq. of Edinburgh, who, with the aſſiſtance of a ſtudent at Oxford, found the copy amongſt the Seldean manuſcripts, in the Bodleian library. In the ſame manner, Dr. Percy firſt diſcovered the ſong of Peblis to the Play, in an antient manuſcript collection of Scottiſh ſongs, preſerved in the Pepyſian library.

Mr. Tytler hath lately favoured the public with an elegant edition of the King's Quair, and Chriſt Kirk on the Green, accompanied with a Gloſſary; a Diſſertation on the Life and Writings of King James, and on Scottiſh Muſic. Peblis to the Play, is now firſt publiſhed by Mr. Nichols of London, in the ſecond volume of his *Select Scottiſh Ballads*. The ſame gentleman is printing a continuation of Scottiſh Songs, now firſt collected from the originals in the Pepyſian library.

"The genius of the Scots," ſays Mr. Tytler, "has in every age ſhone conſpicuous in poetry and muſic. Of the firſt, the poems of Oſſian, compoſed in an age of rude antiquity, are ſufficient proof. The

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the old language ſignifies *the King's Book*. 2. A ballad or poem, called *Chriſt Kirk on the Green*, and

The peeviſh doubt entertained by ſome, of their authenticity, appears to be the utmoſt refinement of ſcepticiſm. As genuine remains of Celtic poetry, the poems of Oſſian will continue to be admired as long as there ſhall remain a taſte for the *ſublime and beautiful*.

The Scottiſh *Muſe* does no leſs honour to the genius of the country. The old Scottiſh ſongs have always been admired for the wild, pathetic ſweetneſs, which diſtinguiſhes them from the muſic of every other country. I mean, in this eſſay, to try to fix the æra of our moſt antient melodies, and to trace the hiſtory of our muſic down to modern times. In a path ſo untrodden, where ſcarce a track is to be ſeen to lead the way, the ſureſt guide I have to follow is the muſic itſelf, and a few authorities which our old hiſtorians afford us. After all, the utmoſt I aim at is probability; and, perhaps, by ſome hints, I may lead others to a more direct road.

The origin of muſic, in every country, is from the woods and lawns. The ſimplicity and wildneſs of ſeveral of our old Scottiſh melodies, denote them to be the production of a paſtoral age and country, and prior to the uſe of any muſical inſtrument beyond that of a very limited ſcale of a few natural notes, and prior to the knowledge of any rules of artificial muſic. This conjecture, if ſolid, muſt carry them up to a high period of antiquity.

The moſt antient of the Scottiſh ſongs, ſtill preſerved, are extremely ſimple, and void of all art. They conſiſt of one meaſure only, and have no ſecond part, as the later, or more modern airs have. They muſt, therefore, have been compoſed for a very ſimple inſtrument, ſuch as the ſhepherd's reed or pipe, of few notes, and of the plain *diatonic ſcale*, without uſing the ſemi-tones, or ſharps and flats. The diſtinguiſhing ſtrain of our old melodies is plaintive and melancholy; and what makes them ſoothing and affecting, to a great degree, is the conſtant uſe of the concordant tones, the third and fifth of the ſcale, often ending upon the fifth, and ſome of them on the ſixth of the ſcale. By this artleſs ſtandard ſome of our old Scottiſh melodies may be traced: ſuch as *Gil Morice—There cam a ghoſt to Marg'et's door—O laddie, I man loo' thee,—Hap me wi' thy petticoat*. I mean the old ſets of theſe airs, as the laſt air, which I take to be one of our oldeſt ſongs, is ſo modernized as ſcarce to have a trace of its antient ſimplicity. The ſimple original air is ſtill ſung by nurſes in the country, as a lullaby to ſtill their babes to ſleep. It may be ſaid, that the words of ſome of theſe ſongs denote them to be of no very antient date: But it is well known, that many of our old ſongs have changed their original names, by being adapted to more modern words. Some old tunes have a ſecond part; but it is only

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and another poem called *Peblis to the Play*; both of them deſcribing the humours and manners of the peaſantry in thoſe rude ages.

James

only a repetition of the firſt part on the higher octave; and theſe additions are probably of more modern date than the tunes themſelves.

King James I. is ſaid to have been a fine performer on the lute and harp, with which he accompanied his own ſongs. Playing on theſe inſtruments, muſt, by the prince's example, have become faſhionable; and, of courſe, a more regular and refined modulation in the Scottiſh ſongs muſt have been introduced. The ſimple ſcale of the pipe, by the introduction of the ſtringed inſtruments, became, in conſequence, much enlarged, not only by a greater extent of notes, but by the diviſion of them into ſemitones.

The great æra of poetry, as of muſic, in Scotland, I imagine to have been from the beginning of the reign of king James I. in 1405, down to the end of king James V. in 1542. The old cathedrals and abbeys, thoſe venerable monuments of Gothic grandeur, with the choriſters belonging to them, according to the ſplendour of their ritual church ſervice, were ſo many ſchools or ſeminaries for the cultivation of muſic. It muſt be owned, however, that although the ſcience of harmonic muſic was cultivated by the church compoſers, yet, as the merit of the church muſic, at that time, conſiſted in its harmony only, the fine flights and pathetic expreſſion of our ſongs could borrow nothing from thence.

This was likewiſe the æra of chivalry: The feudal ſyſtem was then in its full vigour. The Scottiſh nobility, poſſeſſed of great eſtates, hereditary juriſdictions, and a numerous vaſſalage, maintained, in their remote caſtles, a ſtate and ſplendour little inferior to the court of their kings. Upon ſolemn occaſions, tilts and tournaments were proclaimed, and feſtivals held with all the Gothic grandeur and magnificence of chivalry, which drew numbers of knights and dames to theſe ſolemnities.

James IV. and V. were both of them magnificent princes: They kept ſplendid courts, and were great promoters of theſe heroic entertainments. In the family of every chief, or head of a clan, the bard was a very conſiderable perſon: his office, upon ſolemn feaſts, was to ſing or rehearſe the ſplendid actions of the heroes, anceſtors of the family, which he accompanied with the harp. At this time, too, there were itinerant or ſtrolling minſtrels, performers on the harp, who went about the country, from houſe to houſe, upon ſolemn occaſions, reciting heroic ballads, and other popular epiſodes. To theſe ſylvan minſtrels, as they were called, I imagine we are indebted for many fine old ſongs, which are more varied in their melody, and more regular in their compoſition, as they approach nearer to modern times, though ſtill retaining their 'wood-notes wild.'

To

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JAMES II. founded the univerſity of Glaſgow, and exceeded his father, if poſſible, in encouraging ſumptuary

To the wandering harpers we are certainly indebted for that ſpecies of muſic, which is now ſcarcely known; I mean the *port*. Almoſt every great family had a *port* that went by the name of the family. Of the few that are ſtill preſerved are, *port Lennox*, *port Gordon*, *port Seton*, and *port Athole*, which are all of them excellent in their kind. The *port* is not of the martial ſtrain of the *march*, as ſome have conjectured; thoſe above-named being all in the plaintive ſtrain, and modulated for the harp.

The *pibrach*, the march or battle tune of the Highland clans, with the different ſtrains introduced of the *coronich*, &c. is fitted for the bagpipe only: its meaſure, in the *pas grave* of the Highland piper, equipped with his flag and military enſigns, when marching up to battle, is ſtately and animating, riſing often to a degree of fury.

To claſs the old Scottiſh ſongs, according to the ſeveral æras in which we may ſuppoſe them to have been made, is an attempt which can ariſe to conjecture only, except as to ſuch of them as carry more certain marks, to be afterwards taken notice of."

Mr. Tytler proceeds to ſtate the gradations of the Scottiſh muſic, and particularly the moſt diſtinguiſhed ſongs, which fall in with the following periods of time, viz.

1. The ſongs prior to the reign of James I.
2. ——— from that æra to the beginning of James IV.
3. ——— from James IV. to the end of the reign of queen Mary.
4. ——— from queen Mary to the reſtoration; and,
5. ——— from the reſtoration to the union.

"It were endleſs, ſays he, to run through the many fine airs expreſſive of ſentiment, and paſſion, in the number of our Scottiſh ſongs, which, when ſung in the genuine natural manner, muſt affect the heart of every perſon of feeling, whoſe taſte is not vitiated and ſeduced by *faſhion* and *novelty*.

As the Scottiſh ſongs are the *flights of genius*, devoid of art, they bid defiance to artificial graces and affected cadences. A Scots ſong can only be ſung in taſte by a Scottiſh voice. To a ſweet, liquid, flowing voice, capable of ſwelling a note from the ſofteſt to the fulleſt tone, and what the Italians call a *voce di petto*, muſt be joined *ſenſibility* and *feeling*, and a perfect underſtanding of the ſubject, and *words* of the ſong, ſo as to know the *ſignificant word* on which to *ſwell* or *ſoften* the tone, and lay the force of the note. From a want of knowledge of the language, it generally happens, that, to moſt of the foreign maſters, our melodies, at firſt, muſt ſeem wild and uncouth; for which reaſon, in their performance, they generally fall ſhort of our expectation. We ſometimes, however, find a foreign maſter, who, with a genius for the pathetic, and

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ſumptuary laws for the general welfare. He laboured with unremitting zeal, to accuſtom his ſubjects

and a knowledge of the ſubject and words, has afforded very high pleaſure in a Scottiſh ſong. Who could hear, with inſenſibility, or without being moved in the greateſt degree, *Tenducci* ſing *I'll never leave thee*, or, *The Braes of Ballendine?* or, *Will ye go to the Ewe-bughts, Marion*, ſung by Signora *Corri?*

It is a common defect in ſome who pretend to ſing, to affect to ſmother the words, by not articulating them, ſo as we ſcarce can find out either the ſubject or language of their ſongs. This is always a ſign of want of feeling, and the mark of a bad ſinger; particularly of Scottiſh ſongs, where there is generally ſo intimate a correſpondence between the air and ſubject; indeed, there can be no good vocal voice without it.

The proper accompaniment of a Scottiſh ſong, is a plain, thin, dropping baſs, on the harpſichord or guittar. The fine breathings, *thoſe heart-felt touches*, which *genius* alone can expreſs, in our ſongs, are loſt in a noiſy accompaniment of inſtruments. The full chords of a thorough baſs ſhould be uſed ſparingly, and with judgment, not to overpower, but to ſupport and raiſe the voice at proper pauſes.

Where, with a fine voice, is joined ſome ſkill and execution in either of thoſe inſtruments, the air, by way of ſymphony, or introduction to the ſong, ſhould always be firſt played over; and, at the cloſe of every ſtanza, the laſt part of the air ſhould be repeated, as a relief for the voice, which it gracefully ſets off. In this *ſymphonic part*, the performer may ſhew his taſte and fancy on the inſtrument, by carrying it *ad libitum*.

A Scottiſh ſong admits of no cadence; I mean, by this, no fanciful or capricious deſcant upon the cloſe of the time. There is one embelliſhment, however, which a fine ſinger may eaſily acquire, that is, an eaſy *ſhake*. This, while the organs are flexible in a young voice, may, with practice, be eaſily attained.

A Scottiſh ſong, thus performed, is among the higheſt of entertainments to a *muſical genius*. But is this genius to be acquired, either in the performer or hearer? it cannot. *Genius in muſic, as in poetry, is the gift of Heaven*; it is born with us, it is not to be learned.

An artiſt on the violin may diſplay the magic of his fingers, in running from the top to the bottom of the finger-board, in various intricate *capricios*, which, at moſt, will only excite ſurprize; while a very middling performer, of taſte and feeling, in a ſubject that admits of the *pathos*, will touch the heart in its fineſt ſenſations. The fineſt of the Italian compoſers, and many of their ſingers, poſſeſs this to an amazing degree. The opera airs of thoſe

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jects to the habits of civil life; curbed the licentiousness of the borderers, and obliged them to cultivate their own lands, instead of preying upon those of their neighbours.

He enacted severe laws against pirates, and all those who broke the peace, either at home or abroad; every traveller, upon entering an inn, was to lay aside all his armour, excepting a knife, be-

those great masters, *Pergolese*, *Jomelli*, *Galuppi*, *Perez*, and many others of the present age, are astonishingly pathetic and moving."

Mr. Tytler, in a critical dissertation on the composition and harmony of the Italian music, endeavours to prove, that the Italians owe the improvement of their music to the early introduction of the Scottish melody into it.

The following testimony of *Tassoni* the Italian poet, leaves no room for further doubt respecting the originality of our celebrated airs. "We reckon, among us moderns, James king of Scotland, who not only composed many sacred pieces of vocal music, but, also, of himself, *invented a new kind of music, plaintive and melancholy, different from all others*; in which he has *been imitated* by Carlo Gesualdo, prince of Venosa, who, in our age, has improved music with new and admirable inventions. Gesualdo is also celebrated, by cotemporary writers, as one of the most learned and greatest composers of vocal music in his time. He was, say they, the prince of musicians of our age; he having recalled the *Ayrsome* into music, *introduced such a style of modulation*, that other musicians yielded the preference to him; and all singers and players on stringed instruments, laying aside that of others, every where eagerly embraced his music." Mr. Tytler, in closing these extracts, exclaims in the honest warmth of his heart, "How perfectly characteristic, this, of the pathetic strains of the old Scottish songs! what an illustrious testimony to their excellency!"

Many of the finest songs seem to have been composed by persons above the common rank, of classic education, and well acquainted with the mythology of the antients. These gentle swains and nymphs resided chiefly in the pastoral countries, to the southward of Edinburgh. The Tweed, the Yarrow, the Galla Water, the Broom of Cowden Knows, and the Bushes above Traquair, were witnesses of many tender scenes, and will long perpetuate those tales of love in all its various situations of hope, success, disappointment, and despair. Jean of Aberdeen, Lochaber no more, the Birks of Invermay, Allan Water, and other beautiful airs, do honour to the more northern parts of the kingdom. Invermay lies on the north side of the Ochil hills in Stratherne, Perthshire; and, at no great distance westward, is the Water of Allan, which gives name to a small valley, called Strathallan.

cause

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cauſe the law preſumed the ſheriff to be the guardian of the ſubjects ſafety within his diſtricts.

He revived the laws againſt beggars, excepting thoſe who were licenſed by the civil magiſtrates; and the king's juſtice was empowered to baniſh or impriſon all gypſies, horners, maſterful beggars, and feigned fools. Women were prohibited to reſort either to church or market with their faces covered, ſo as not to be known; the great nobles, and dignified clergy only, were allowed to wear ſcarlet gowns, with rich furniture; no merchants, unleſs they were magiſtrates, or of the town council, and no baron or gentleman, who was not poſſeſſed of forty pounds old extent, was to wear ſilk cloaths; nor were their wives or daughters to be dreſſed in either, but in a manner agreeable to their fortunes; coarſe grey and white cloaths were to be worn by the people, on working days; but on holidays, they might wear cloaths of other colours. It was enacted that every man, poſſeſſed of a plough and oxen, ſhould ſow a certain quantity of wheat, peaſe, and beans, yearly; and all freeholders, both ſpiritual and temporal, when they let their lands, were to oblige their tenants to raiſe trees, quickſet hedges, and broom. The courts of juſtice were further regulated; the caſe of hoſpitals was enquired into; and it was enacted, that the chancellor, aſſiſted by two proper perſons of each dioceſe, ſhould viſit all the hoſpitals in the kingdom, to put in force the ſtatutes of their ſeveral foundations, which had been neglected, or rendered ineffectual during the diſtreſſes and commotions of former times. Fairs, markets, and the internal policy of the kingdom, were regulated; every pariſh was to provide butts and bow-marks, for every male from twelve to fifty years of age, which they were to practiſe once a week; muſterings were to be held once a month, and all able-bodied males, between the ages of ſixteen and ſixty, were

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to be provided, according to their ſeveral ranks, with horſes and armour for the field; the greater towns were to provide artillery and ammunition, and likewiſe engineers and other workmen for conducting the train.* The mint, weights, and meaſures, were again regulated, and other laws were inſtituted by the unanimous concurrence of king and parliament, between whom there ſeemed to be only one mind.

* Advice having arrived in Scotland, that the Engliſh intended to renew hoſtilities, the parliament paſſed the following ordinance, which ſhows the manner by which intelligence was inſtantaneouſly conveyed over the whole kingdom.

In the firſt place, the parliament thought it ſpeedful (that is, it was their advice) that fit perſons ſhould be appointed to guard the paſſages of the Tweed, betwixt Roxburgh and Berwick, and to watch certain places, and fords of the river, in order to diſcover and advertiſe the country of the approach of an enemy; which they were to do in this manner. They, for example, who watched at the ford near Hume, upon the enemy's approach, were to make a bail, that is, ſet on a great fire, at Hume, which being ſeen by the neighbouring country, bails were, in the ſame manner, to be made at Dunbar, Haddington, Dalkeith, the caſtle of Edinburgh, Stirling, Dunbarton, &c. as, alſo, at Eggerhope caſtle, Soltray Edge, and on the ſea coaſt, as at Dunpender law, and North Berwick law. By one bail, or fire, thus ſet on, the country was to underſtand that the enemy was at hand; who, if he ſeemed conſiderably ſtrong, in that caſe, two bails were to be ſet, like two candles together; or three or four, according to the exigence and danger that might be threatened. By this means, it was very eaſy to advertiſe moſt parts of the kingdom, within a few hours, of the approach, and ſtrength of an enemy, before it was poſſible for them to paſs the Tweed: and thus, continues the record, conſidering their far paſſage (great diſtance) we ſhall, God willing, be as ſoon ready as they.

Other precautions, for the ſafety of the borders, againſt the Engliſh, were taken in the ſame parliament. The Eaſt borders were to be provided with garriſons, conſiſting of two hundred ſpears and two hundred bows. Thoſe on the Weſt, were to contain one hundred ſpears, and as many bows; and the expence of the whole was to be defrayed by an equal aſſeſſment of the landholders, which was to be ſent to the Exchequer by the ſheriffs. Every gentleman or baron was to keep his houſe in tenantable repair, ſo as to reſiſt any ſudden ſurpriſe; and to maintain a number of able-bodied men, if called upon to take the field againſt the common enemy.

JAMES

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JAMES III. The reign of James III. though that prince proved leſs active than his father, was diſtinguiſhed by the vigour of the parliament, particularly in regulating foreign commerce, promoting inland navigation, and the fiſheries. The nation had ſeen the Flemings, Dutch, Hamburghers, Dantzickers, and other ſons of induſtry, acquire power and riches by fiſhing upon the Scottiſh coaſt. It was, therefore, enacted, "That the lords (that is, the parliament) think fit, for the common good of the realm, and the great entres of riches, which will be brought into it from other countries, that certain lords, ſpiritual and temporal, and burgeſſes, cauſe make great ſhips, buſſes, pink boats, with nets, and all other neceſſaries for fiſhing."

The honour of the nation came next under conſideration; coopers and merchants, who packed ſalmon in barrels under the ſize of the old Hamburgh meaſure, forfeited the ſame, beſides a fine to the king. The parliament, alſo, regulated the trade with Flanders, Holland, Zealand, and France, permitting none but burgeſſes, and men of character, to ſail to theſe countries, on commercial affairs, and all tradeſmen who commenced merchants were required to forego their former crafts. The parliament of the year 1487 firſt permitted the boroughs to ſend yearly repreſentatives to Inverkeithing, there to treat upon whatever might benefit commerce, conduce to their good government and intereſt, and remove the injuries they might ſuſtain. Theſe boroughs, by permiſſion, ſent an embaſſy from their own body to the emperor, requeſting that monarch to deſiſt from iſſuing letters of marque againſt the Scottiſh navigators. From theſe, and a variety of other evidences, it appears that the commerce of Scotland, at this time, was in a very reputable condition all over Europe.

So great was the ſpirit for trade under thoſe

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worthy patriots, that even the clergy amaſſed conſiderable fortunes, by engaging in it. Biſhop Kennedy built a trading ſhip, which he called the Biſhop's barge, reckoned one of the largeſt mercantile veſſels in Europe. That prelate alſo built St. Salvador's college, in St. Andrew's, and endowed it with revenues and rich ornaments. * In theſe and other public works, he is ſaid, by Lindſay, who lived in the ſucceeding reign, to have expended no leſs than 30,000l. ſterling.

The former laws againſt furred ſcarlets not having anſwered the purpoſes of ſumptuary acts, becauſe they had been ſucceeded by ſilks, which had not been provided againſt, it was ordained, "That none but knights, minſtrels, heralds, or ſuch as could ſpend 100l. of land rent, ſhould wear ſilk doublets, gowns, or cloaks, on pain of forfeiting 10l. for every fault, to the king, and the cloaths themſelves (except ſuch as were already made) to the heralds and minſtrels. The ſame prohibitions extended to the women. †

A law was enacted aboliſhing the ſanctuary of the church to all perſons guilty of premeditated murder,

* Within the tomb and monument, which he erected for himſelf at a great expence, were found, in the reign of Charles II. ſix ſilver maces, one of which weighs ſeventeen pounds, is gilt, and curiouſly chaſed. Theſe maces were the gift of the munificent biſhop to his favourite college, and, in all probability, they had been hid at the reformation, in order to preſerve them from the Gothic rage of the reformers, who deſtroyed or defaced every thing upon which any kind of imagery was repreſented. One of the maces was given to each of the other three Scots univerſities, and three remained here.

† The king ſet the example in theſe ſumptuary laws, as appears in the account of diſburſements, during the year 1474, by John biſhop of Glaſgow, treaſurer to the king.

The particulars of the diſburſements are arranged, and ſummed up, under the three following heads, viz.

Expences

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murder, and for puniſhing all ſheriffs, and other magiſtrates, who ſuffered murderers to eſcape.

It would be endleſs to enumerate the ſtatutes for the better enforcing of juſtice, for mitigating the diſtreſſes of the people, and diſcouraging idleneſs. Particular regard was alſo had to the rights of churchmen, widows, orphans, minors, foreigners, and the hoſpitals.

While the king and parliament were thus proſecuting the moſt valuable national purpoſes, James encouraged learned foreigners to reſide at his court, patronized ſcience and arts, particularly muſic and architecture, built ſhips of war, and made further regulations for the defence of the kingdom. An act was made, "That all ſpears, whether fabricated at home, or imported from abroad,

	£.	s.	d.
Expences for the king's perſon —	117	10	6
Things tane for the queni's perſon —	113	1	6
Things coſt for my lord the prince —	41	1	8
Scots - £.	271	13	8

On the other hand, Cochran, who had been raiſed, through the king's partiality for favourites, from the ſtation of an architect to the earldom of Mar, is thus deſcribed by the hiſtorians of thoſe days, and may ſerve to give the reader ſome idea of the finery of the age, and the magnificence affected by the nobility, whom this minion imitated: "When Cochran, ſays Lindſay, came from the king to the council, he was well accompanied with a band of men of war, to the number of three hundred light axes, all clad in white livery, and black bands thereon, that they might be known for Cochran the earl of Mar's men. Himſelf was clad in a riding pie of black velvet, with a great chain of gold about his neck, to the value of five hundred crowns, and four blowing horns, with both the ends of gold and ſilk, ſet with precious ſtones. His horn (a coſtly blowing horn, which he wore by his ſide, as was the manner of the times) was tipped with fine gold at every end, and a precious ſtone, called a beryl, hanging in the midſt. This Cochran had his heumont borne before him, over-gilt with gold; and ſo were all the reſt of his horns; and all his pallions (pavilions or tents) were of fine canvas of ſilk, and the cords thereof fine twined ſilk; and the chains upon his pallions were double over-gilt with gold."

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ſhould be ſix ells long;* that the great eccleſiaſtical manors ſhould defray part of the burden of war; that prelates, as well as barons, ſhould provide carriages for the field. Every yeoman, who was not an archer, was to provide himſelf with a battle axe, and a target made of one hide (folded we ſuppoſe into a reaſonable compaſs) to reſiſt the ſhot of the Engliſh; and all the arms were to be produced at the weaponſhawings, held by the ſheriffs.

JAMES IV. The long reign of James IV. undiſturbed by domeſtic commotions or foreign war, was one united effort of king and parliament, upon the ſame ſalutary principles which had directed the operations of the three former reigns. The royal navy now made a reſpectable figure abroad; † commerce

* Some ſpears of this enormous length, may be ſeen in the town-houſe of Dunbar.

† It is plain from James's conduct, that he was aſpiring to be a naval power, in which he was encouraged by the excellent ſeamen, which an extenſive commerce and the fiſheries had then produced in Scotland, He applied himſelf with incredible aſſiduity to building ſhips, in which he aſſiſted with his own hands. "In this ſame year, ſays Lindſay, the king bigged a great ſhip, called, the Great Michael, which was the greateſt ſhip, and of moſt ſtrength, that ever ſailed in England or France. For this ſhip was of ſo great ſtature, and took ſo much timber, that, except Falkland, ſhe waſted all the woods in Fife, which was oak-wood, by all timber that was gotten out of Norway: for ſhe was ſo ſtrong, and of ſo great length and breadth, (all the wrights of Scotland, yea, and many other ſtrangers, were at her device, by the king's commandment, who wrought very buſily in her; but it was a year and day ere ſhe was complete) to wit, ſhe was twelveſcore foot of length, and thirty-ſix foot within the ſides. She was ten foot thick in the wall, outled jeſts of oak in her wall, and boards on every ſide, ſo ſtark and ſo thick, that no cannon could go through her. This great ſhip cumbered Scotland to get her to ſea. From that time ſhe was afloat, and her maſts and ſails complete, with tows and anchors effeiring thereto, ſhe was counted to the king to be thirty thouſand pounds expence, by her artillery, which was very great and coſtly to the king, by all the reſt of her orders, to wit, ſhe bare many cannons, ſix on every ſide, with three great baſſils, two behind in her dock, and one before,

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commerce was every where extended; * and it was enacted by parliament, "That all maritime towns ſhould build buſſes, or veſſels of at leaſt twenty tons burden, to be employed in fiſhing; and that all idle perſons ſhould be preſſed into that ſervice." Proviſions were made for the improvement of agriculture, and as the wood of Scotland was almoſt deſtroyed, on account of the ſmall fines annexed to the offence; the old laws for encou-

before, with three hundred ſhot of ſmall artillery, that is to ſay, myand and battert-falcon, and quarter-falcon, ſlings, peſtelent ſerpetens, and double-dogs, with hagtor and culvering, cors-bows and hand-bows. She had three hundred mariners to ſail her; ſhe had ſix ſcore of gunners to uſe her artillery; and had a thouſand men of war, by her captain, ſhippers, and quarter-maſters.

When this ſhip paſt to the ſea, and was lying in the road, the king gart ſhoot a cannon at her, to aſſay her if ſhe was wight; but I heard ſay, it deared her not, and did her little ſkaith. And if any man believe that this deſcription of the ſhip be not of verity, as we have written, let him paſs to the gate of Tillibardin, and there, afore the ſame, ye will ſee the length and breadth of her, planted with hawthorn, by the wright that helped to make her. As for other properties of her, Sir Andrew Wood is my author, who was quarter-maſter of her; and Robert Bartyne, who was maſter ſhipper."

Buchanan ſays, "that James built three ſtately ſhips of a great bulk, and many, alſo, of a middle rate; one of his great ones was, to admiration, the biggeſt that ever any man had ſeen ſail on the ocean, it being alſo furniſhed with all manner of coſtly accommodations. The greatneſs of it appeared by this, that the news ſtirred up Francis king of France, and Henry VIII. king of England, each of them to build a ſhip in imitation of it, and each endeavouring to outvie the other."

The above curious deſcription, while it conveys to poſterity the particulars of naval architecture, ſtrength, &c. in ages which we call barbarous, ſerves alſo, to illuſtrate this important truth, That the genius of Scotſmen is particularly adapted for navigation and ſhip-building.

* Meurſius, the Daniſh hiſtorian, relates, that in 1510, the Baltic ſea being much frequented by the Engliſh, French, and Scottiſh merchant ſhips, John king of Denmark preſſed all the ſhips, of the above-named three nations, into his aſſiſtance, againſt the Hanſeatic towns, who had invaded his dominions. That upon the Hanſeatics being joined by the Swedes, the king of Denmark, in his neceſſity, purchaſed ſhips of England, France, and Scotland, his allies, at a great expence.

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raging planting were revived; "and that every freeholder ſhould make parks for deer and rabbits, build dove-cots, plant hedges and orchards, and at leaſt one acre of wood, where no great foreſts grew." The like regulations were renewed for the preſervation of fiſh ponds, orchards, bees, the young fry in rivers, and in general of all game.

Conſervators had, long before this time, been appointed by the government of Scotland, to take care of the intereſt of their countrymen abroad; and, to prevent the extravagance of tranſmarine ſuits at law, it was enacted, That the conſervator, aſſiſted by at leaſt four honeſt, intelligent Scots merchants, ſhould determine all differences that happened abroad among his countrymen; and he himſelf, or his deputy, was to repair every year to Scotland, to give an account of his conduct.

James was at great pains to mend the breed of horſes, for which purpoſe he ſent agents abroad, with letters to the reſpective princes, ſome of which are ſtill in being; but James's principal delight was in military exerciſes, and he earneſtly laboured to ſee all his ſubjects become ſoldiers. The laws were re-renewed reſpecting the weaponſhawings, arms, and military dreſs. The ſheriffs were impowered to muſter, four times a year, the inhabitants of their reſpective diſtricts; the aldermen and bailiffs doing the ſame within their burghs, as they ſhould anſwer to the chamberlain or his deputy. Every gentleman, worth ten pounds, or more, of yearly revenue, was to be armed with baſnet, ſellet, white hat, gorge or piſſane, complete armour for the legs, ſword, ſpear, and dagger. Inferior ranks of ſubjects were to be armed as the king's commiſſary, or the ſheriff ſhould appoint; but the meaneſt inhabitant was to be provided with a bow and arrow, or a good axe.

Many excellent laws were made for regulating the internal trade of the kingdom; for the better adminiſtration

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adminiſtration of juſtice; civilizing the Highlands; and protecting the church againſt the encroachments of the court of Rome. It was laid down by parliament, as a maxim, "That the privileges of the church, as well as the ſtatutes of the realm, had been created for the benefit of the community, and that they could not be renounced without conſent of the king, the three eſtates, and the reſpective chapters."

This reign is particularly diſtinguiſhed for one of the beſt and moſt humane ſtatutes that is to be found in the annals of the moſt civilized ſtates, and at a time when clergy as well as laity, throughout great part of Europe, were plunged in barbariſm. It was enacted, That all barons and freeholders of ſubſtance ſhould henceforth ſend their eldeſt ſons, or heirs, to the grammar ſchool, at eight or nine years old, there to remain till they had attained a perfect maſtery of the Latin, * when they were to be removed to the college, where the arts and laws were taught, at which place they were to continue three years; to the end, ſays the ſtatute, that juſtice might reign univerſally through the realm, all judges ordinary under his highneſs having knowledge to do juſtice."

Thus the kingdom, by a uniform perſeverance in the moſt excellent inſtitutions which human wiſdom could deviſe, enjoyed peace,† ſecurity, and a mutual confi-

* To this excellent law was owing, in all probability, the elegant ſtyle of Boethius, Buchannan, and other Scottiſh writers of the ſucceeding age.

† The ſplendour of the Scottiſh court, upon the event of James's marriage with Margaret, daughter of Henry VII. ſerve to corroborate the teſtimony of hiſtorians, reſpecting the flouriſhing ſtate of Scotland under this excellent prince. The royal bride ſet out from Richmond, in Surry, June, 1503, attended by her father as far as Colleweſton, near Nottingham, the reſidence of his mother, where ſhe was reſigned to the care of the earls of Surry and Northumberland, who proceeded with her in the manner and form preſcribed by Henry, in his own hand-writing, which is

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confidence between the prince and the people. Abroad, it now compoſed a part of the political ſyſtem,

is ſtill extant. The retinue conſiſted of the chief nobility, knights, and gentry, in the kingdom, and they were attended by above 2000 followers, and the moſt ſplendid equipages that were made uſe of in thoſe times. Many of the company took their leave at the borders; but thoſe who remained ſtill made a ſplendid appearance, and arrived at Lamberton church, in the Merſe, where the bride was met by James, accompanied by a ſuperb train of his nobility and officers of ſtate. From Lamberton the proceſſion proceeded to Dalkeith, and next day to Edinburgh, where the marriage was celebrated with great magnificence. From the beſt accounts, both publiſhed and in manuſcript, it appears, that the Scots outſhone their gueſts in every article of luxury. Their appearance was more coſtly, their chains of gold more maſſy, and their furniture and equipages richer. This muſt have been owing to the great intercourſe and commerce which James and his ſubjects, at this time, entertained with foreign courts and countries; for even the moſt ſober luxuries were then unknown in thoſe of Denmark, Sweden, and the other northern parts of Europe where commerce had made leſs progreſs; an indication of what Scotland would have been at the preſent day, had it remained the ſeat of its ſovereigns, and its wealth been ſpent, as of old, within the realm.

Many foreigners were preſent during this Scottiſh jubilee, and partook of the feſtivities attending it, which, according to the modes of that time, and the particular diſpoſition of James, chiefly conſiſted in feats of arms. James, in ſome of thoſe exhibitions, aſſumed the character of a ſavage knight, and it is ſaid that he diſtinguiſhed himſelf above all the company by his ſtrength, activity, and addreſs in martial exerciſes. That he might ſupport the character with the greater propriety, he had, for his retinue, two bands of Highlanders, or perſons in that dreſs, who ſkirmiſhed with each other, with targets and broad ſwords, to the muſic of their bagpipes; but thoſe feigned conflicts were far from being harmleſs, for they produced real wounds and bloodſhed, as in a true battle, which ſtruck the ſpectators with the higheſt aſtoniſhment, at the reſolution of the combatants, who could thus ſport away their lives, the cuſtom of the times not ſuffering them to hold the practice in deteſtation. The exhibition of the day being over, the night was ſpent in entertainments, maſquerades, and dancing. The king's politeneſs was ſtill more diſtinguiſhed than his chivalry, ſo noble was the entertainment, and ſo elegant the attendance paid to every gueſt.

The fame of theſe tournaments drew to the court many foreigners, eſpecially from France, to try their proweſs, who were all liberally entertained by the king, and as bountifully diſmiſſed.

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ſyſtem, and its friendſhip was ſolicited, in ſtrong terms, by the powers who then acted the principal part on the theatre of Europe. * Many letters ſent to James by theſe potentates, and thoſe ſent by James in return, are ſtill extant. The claſſic ſtyle of James's Latin epiſtles were the theme of foreign pens, both in proſe and verſe.

James proved a faithful and uſeful friend to all his allies in their diſtreſſes. He ſent a powerful armament, and ten thouſand men, to the aſſiſtance of his kinſman, the king of Denmark. When the duke of Guelders was cruelly attacked by the overgrown houſe of Auſtria and Burgundy, James not only ſupplied the unfortunate prince with men and money, but alſo wrote preſſingly in his favour to the continental powers. To Lewis XII. when deſtitute of allies, and ready to ſink under the arms of England, Germany, and Italy, James ſent a fleet, and a body of troops; for which ſeaſonable ſupplies, Lewis was ſo overcome with gratitude, that he gave orders for ratifying and augmenting the ancient privileges of the Scots nation in France. His letters of naturalization in favour of Scotland give the following reaſons: "Becauſe of the league † which had been of old made and obſerved between the two nations; and in

* The ambitious and turbulent pope, Julian II. having kindled the flames of war over all Europe, endeavoured to detach James from the French alliance; for this purpoſe, he ſent a nuncio into Scotland, who preſented James with a moſt elegant ſword of ſtate, five feet in length; which ſword was depoſited in the caſtle of Edinburgh, with the other regalia of Scotland, at the time of the union, where they ſtill remain.

† Alluding to a league of amity between Charlemain, king of France, and Achaius, king of Scots, in the year 790; to which alliance moſt of the ſubſequent treaties of reciprocal defence between France and Scotland had a reference. In the contract of marriage between the dauphin of France and Mary queen of Scots, publiſhed among the French treaties of peace and alliance, mention is made of the *Antient leagues betwixt the two kingdoms, begun*

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in conſideration of the great and mighty ſervices done by the Scots to the kings and kingdom of France, eſpecially during the reign of Charles VII. when many princes of Scotland came over to France, and helped to expel the Engliſh, who were then maſters of the moſt part of it. For which ſignal piece of ſervice, and the undaunted courage expreſſed by the Scots on all occaſions, that monarch, Charles VII. had appointed two hundred of them to guard his perſon, of whom one hundred were men of arms, and are now, adds the record, the one hundred launces of our antient ordinance, and one hundred archers, twenty-four of whom are called archers of the body. Secondly, becauſe of the unſhaken fidelity, which, without any variation, or interruption, has at all times been

begun eight hundred years before that time. The origin of this ancient alliance ſeems to have ariſen, firſt, from the obſtinate reſiſtance of the Saxons in Germany, aided by their countrymen in England, to the arms of Charlemain, which obliged that great conqueror to recruit his armies by auxiliaries from various parts of Europe, amongſt whom were four thouſand Scots, commanded by Gilmer, brother to Achaius. This Gilmer, after ſignalizing himſelf againſt the pagan Saxons, embraced a religious life, and founded ſome monaſteries for his countrymen in Germany and other places. Which fact is fully authenticated by the united teſtimony of French and Italian hiſtorians of thoſe early times. In Paulus Emilius's hiſtory of the French atchievments, we meet with the following very remarkable expreſſions: "The Saxons being overcome, that their name, by degrees, might be extinguiſhed, Charles beſtowed the honours of magiſtracy upon ſtrangers, but principally upon the Scots, whom he made uſe of for the great fidelity he found in them."

Secondly, Charlemain was deſirous to agrandize France, by rendering it the ſeat of literature, as well as extenſive empire; for this purpoſe he invited thither the learned from all parts, and particularly certain eccleſiaſtics of Scotland, whom he employed to read philoſophy, in Greek and Latin, at Paris, and afterwards in founding a univerſity in that metropolis.

Old hiſtorians ſpeak of Inverlochy, as being the reſidence of Achaius, and a place of ſome note, to which the French and Spaniards reſorted for fiſh. The ancient caſtle was deſtroyed by the Danes. The preſent building is ſuppoſed to be of the thirteenth century.

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conſpicuous in thoſe of that nation; and in the extraordinary good offices done by the preſent king of Scotland, who has declared himſelf a faſt friend of the French monarchy, in oppoſition even to his own brother-in-law, the king of England, and has ſent both a conſiderable land army, and a fleet, conſiſting of many good ſhips, to France; upon which account *his ſubjects ought to be for ever encouraged and favoured above all others.*"

Upon the whole, the reign of James IV. may be conſidered as the brighteſt æra in the annals of Scotland. Her gold and ſilver abounded more than at any other period; her commerce flouriſhed abroad; peace and tranquillity reigned at home; faction was annihilated; univerſal harmony prevailed amongſt all ranks of men; and, it is worthy of remark, that no perſon ſuffered, during this long reign, for rebellion, conſpiracy, or any real or imaginary treſpaſs againſt the crown.

James V. proſecuted, with unwearied zeal, the great plans of national improvement, which had been chalked out by his anceſtors, and their parliaments. He revived the laws for the building of fiſhing buſſes, the encouragement of commerce, the ſupplying his ſubjects with wine, and neceſſaries, the planting and preſervation of woods, foreſts, and hedges; eſtabliſhing a national militia; and for the internal government, peace and ſecurity of the kingdom. He introduced a better ſtyle of civil architecture, built or repaired ſeveral palaces for the royal reſidence, embelliſhed the town of Edinburgh, promoted the fine arts, and employed Germans to work the gold mines diſcovered in Crawford Moor. * He ſet out with five ſhips, attended by

* James IV. and V. contracted with ſundry Germans, who had the chief management of the Scottiſh mines in Crawford Moor, where they employed three hundred men, and procured gold

by ſundry noblemen, upon a voyage to the Orkney and Hebride iſlands, for the double purpoſe of taking charts of the coaſts, * and eſtabliſhing juſtice among the people. He introduced order and good government amongſt the borderers, and puniſhed as thieves and robbers, thoſe deſperate bands of them who lived upon the contributions of their Engliſh neighbours; † and,

gold to the amount of one hundred thouſand pounds. Some of the French memoir writers, in ſpeaking of the marriage of James V. to the king of France's daughter, mention among other particulars ſerved by way of deſert at the marriage feaſt, a number of covered cups, filled with pieces of gold, and gold duſt, the produce of Scotland, which James generouſly diſtributed among the gueſts. It is alſo upon record, that thoſe coins, ſtruck by James V. called, *bonnet pieces*, were fabricated of gold found in Scotland. "They were," ſays biſhop Nicholſon, "extremely beautiful, and little inferior to the fineſt medals." Many pieces, of gold mixed with various ſubſtances, have been found in thoſe parts, waſhed down by the floods; one of which, weighing an ounce and a half, is in the poſſeſſion of the earl of Hopton, the proprietor of Crawford Moor.

* Theſe drawings were completed by the French king's coſmographer in 1583. Mr. Adair drew them anew in 1688.

† James reſolved to attempt in perſon, what his predeceſſors had ſo often failed in by their deputies. As he was known to be greatly addicted to hunting, he ſummoned his nobility to attend him, with their horſes and dogs, which they did in ſuch numbers, that his hunting retinue conſiſted of about eight hundred perſons, two thirds of whom were well armed. This preparation gave no ſuſpicion to the borderers, as great hunting matches, in thoſe days, commonly conſiſted of ſome hundreds; and James, having ſet out upon his diverſion, is ſaid to have killed five hundred and forty deer.

Among the other gentlemen who had been ſummoned to attend him was John Armſtrong, of Gilnock-hall, in Liddeſdale. He was the head of a numerous clan, who lived with great ſplendor upon the contributions under which they laid the Engliſh on the borders. He was himſelf always attended by twenty-ſix gentlemen on horſeback, well mounted and armed, as his body guards. Having received the king's invitation, he was fond of diſplaying his magnificence to his ſovereign, and attiring himſelf and his guard more pompouſly than common, they preſented themſelves before James, from whom they expected ſome particular mark of diſtinction for their ſervices againſt the Engliſh, and for the remarkable protection they had always given to their countrymen, the Scots. On their firſt appear-

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and, as a final concluſion to the zealous efforts of his predeceſſors for the impartial diſtribution of juſtice, he

appearance, James, not knowing who he was, returned Armſtrong's ſalute, imagining him to be ſome great nobleman; but, hearing his name, he ordered him and his followers to be immediately apprehended, and ſentenced them to be hanged upon the ſpot. It is ſaid, that James, turning to his attendants, aſked them, pointing at Armſtrong, "What does that knave want, that a king ſhould have, but a crown and a ſword of honour?" Armſtrong begged hard for his life, and offered to ſerve the king in the field with forty horſemen, beſides making him large preſents of jewels and money, with many other tempting offers. Finding the king inexorable, "Fool that I am," ſaid he, "to look for warm water under ice, by aſking grace of a graceleſs face;" and he and his followers ſubmitted to their fate.

James, having, by theſe and ſome other ſeverities, reſtored peace to the borders, choſe, ſoon after, to make the Highlands the ſeat of his diverſion, to which he was attended by the queen mother, an ambaſſador from the pope, and a retinue ſufficient to ſubdue the moſt powerful robbers and outlaws. Lindſay, the hiſtorian, who lived at the time, gives a curious account of the reception and entertainment which the king and his train met with in Athol, upon this occaſion, which, as it ſerves to give ſome idea of the produce of the Highlands, and the magnificence of the ancient barons upon extraordinary occaſions, I ſhall partly tranſcribe.

"The earl of Athol, hearing of the king's coming, made great proviſion for him in all things pertaining to a prince, that he was as well ſerved with all things neceſſary to his eſtate, as he had been in his own palace of Edinburgh. For I heard ſay, this noble earl gart make a curious palace to the king."—Then follows a deſcription of this palace, which was ſituated in a fair meadow, and built of green timber; it was ornamented with flowers, had a draw bridge, and was ſurrounded with a ſheet of water. "And alſo this palace within was hung with fine tapiſtry, and arraſſes of ſilk, and lighted with fine glaſs windows in all airths; Further this great earl made ſuch diverſion for the king, and his mother, and the embaſſador, that they had all manner of meats, drinks, and delicacies, that might be gotten, at that time, in all Scotland, either in burgh or land; that is to ſay, all kind of drink, as ale, beer, wine, both white and claret, malvery, muſkadel, hippocras, aquavitæ. Further, there was of meats, wheat-bread, main-bread, and ginger-bread; with fleſhes, beef, mutton, lamb, veal, veniſon, gooſe, grice, capon, cony, crane, ſwan, partridge, plover, duck, drake, briſſel-cock, and pawnies, black-cock, muir-fowl, and capercaillies: and alſo the ſtanks that were round about the palace were full of all delicate fiſhes, as ſalmonds, trouts, pearches, pikes, eels, and all other kind of delicate fiſhes that could be gotten in

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he inſtituted the court of ſeſſion, upon the ſame plan in which it has remained, with little variation, to the preſent time.

But James, as hath already been obſerved, did not reſt ſolely on the courts of law for civilizing his ſubjects. In imitation of former kings of Scotland, he frequently penetrated into the moſt barbarous parts of the Highlands, for the purpoſe of puniſhing delinquents, eſtabliſhing peace, ſecurity, and the arts of civil life. Buchannan, who lived in that reign, repreſents the young monarch as being ſo brave and daring in his perſon, that, ſlighting all dangers, he would attack and break the moſt formidable band of banditti, with inferior numbers; that he would ſit on horſeback for twenty-four hours without intermiſſion, ſatisfying the calls of nature with the meaneſt food that was at hand; that robbers ſeldom eſcaped his activity, and were often terrified into ſubmiſſion with the dread of his name.

Tho' James's education had been neglected, his memory was celebrated by Arioſto under the name

freſh waters; and all ready for the banket. Syne were there proper ſtewards, cunning baxters, excellent cooks and potingers, with confections and drugs for their deſerts; and the halls and chambers were prepared with coſtly bedding, veſſels and napery, according for a king. The king remained in this wilderneſs, at the hunting, the ſpace of three days and three nights, and his company, as I have ſhewn. I heard men ſay, it coſt the earl of Athol, every day, in expences, a thouſand pounds.

The embaſſador of the pope, ſeeing this great banket and triumph, which was made in the wilderneſs, where there was no town near by twenty miles, thought it a great marvel that ſuch a thing could be in Scotland, and that there ſhould be ſuch honeſty and policy in it, eſpecially in the Highlands, where there was but wood and wilderneſs. But, moſt of all, this embaſſador marvelled to ſee, when the king departed, and all his men took their leave, the Highlandmen ſet all this fair place in a fire, that the king and the embaſſador might ſee it. Then the embaſſador ſaid to the king, "I marvel, ſir, that you ſhould thole yon fair place to be burnt, that your grace has been ſo well lodged in." Then the king anſwered the embaſſador, and ſaid, "It is the uſe of our Highlandmen, though they be never ſo well lodged, to burn their lodging, when they depart."

of

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of Zerbino. Several other Italian poets have recorded his memory in Latin verſes, as did Ronſard, the French poet, who reſided ſeveral years in Scotland. Tho' James himſelf was a poet, we know not with certainty any of his productions that have reached our times, excepting a humorous deſcription of one of his amours, printed among the earlieſt collections of Scottiſh ſongs, by the name of *The Gaberlunzie Man*.

Such are the outlines of the Scottiſh affairs, and national exertions at home and abroad, from 1424 to the death of James V. in 1542; an æra wherein nothing was omitted, not even the moſt minute circumſtance, that could contribute to improve the kingdom, civilize the people, and diffuſe univerſal happineſs amongſt all orders and degrees of men. *

The

* We ſhall conclude this early period with a circumſtantial account of the military ſyſtem of the Scots, and their method of fighting, previous to the general uſe of fire arms. "And for this purpoſe," ſay the Scottiſh ſtatutes of 1541, "it was enacted at the ſame time, that weapon-ſhawings ſhould be made in the months of June and October; but, becauſe they had been omitted for ſome years, the lieges ſhould be muſtered thrice the firſt year by the ſherriffs, bailies of regality, provoſts and bailies of boroughs, and other commiſſaries whom the king pleaſed to appoint." At theſe muſters it was alſo ordained, "that every nobleman, ſuch as earl, lord, knight, and baron, and every great landed man, having one hundred pounds of yearly rent, ſhould appear in white, light or heavy, as they choſe, with weapons correſpondent to his honour; while others, of lower degree, were to have jake of plate, halkrik or brigatanes, gorget or peſane, with ſplents, panſe of mail, with gloves of plate or mail: the other unlanded gentlemen and yeomen being ordered to wear jakes of plate, halkriks, ſplents, ſellat or ſteel bonnet, with peſane or gorget; the whole having ſwords." No other weapons were to be ſhewn at theſe rendezvouſes, but ſtrong ſpears and pikes ſix ells in length, Leith-axes, halberts, hand-bows, arrows, croſs-bows, culverins, and two-handed ſwords.—They likewiſe ordained, That inhabitants of burghs, who poſſeſſed one hundred pounds, ſhould be armed in white armour; all others, who could ſpend ten pounds yearly, having orders to appear at the muſters like gentlemen and yeomen. To prevent frauds on theſe occaſions, it was ſtatuted, that every earl, lord, baron, laird, and others, ſhould give unto the muſter-maſters

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The death of James V. closed the splendor, and, in some degree, the independency, of that antient kingdom.

the names and weapons of their attendant soldiers at every rendezvous, signed and sealed, to be considered by his majesty's commissaries, as all lords and bailies of regalities were to do the same within their jurisdictions. But, as both numbers and arms are useless where discipline does not obtain, they further voted, "That the sheriff, steward, provost, bailies, aldermen, lords, and bailies of regality, shall, with the king's commissioners, after the musters are complete, choose one captain or more for every parish, to exercise the companies of his district, at least twice a month, in May, June, and July, on what days they shall think most convenient, and in every other month, if possible. The captains to be elected as often as the sheriff, commissioners, and counsellors, appointed by the king, shall think it expedient."

"And, lastly, because great damage was always done to the country by the multitudes of horsemen who came in times of war to the king's army, although all there fought on foot, it was prudently ordained, that no man should have any other than a baggage horse, but should march on foot from the first place appointed by his majesty for the rendezvous of his army. Yet might earls, lords, barons, great landed men, and others whom the king or his lieutenants should appoint, ride wherever his majesty moved with his army."

The following curious description of the order of battle observed by the Scots is copied from a journal of the protector Seymour's expedition into Scotland, and the battle of Pinkey in 1547, written by W. Patten, who was joined in commission with Cecil, as judge-marshal of the English army.—"But what after I learned, specially touching their order, their armour, and their manner, as well of going to offend, as of standing to defend, I have thought necessary here to utter. Hackbutters have they few or none, and appoint their fight most commonly always a-foot. They come to the field well furnished all with jack and skull, dagger and buckler, and swords all broad and thin, of exceeding good temper, and universally so made to slice, that, as I never saw none so good, so I think it hard to devise the better. Hereto every man his pike, and a great kercher wrapped twice or thrice about his neck, not for cold, but for cutting. In their array towards joining with the enemy, they cling and thrust so near in the fore rank, shoulder and shoulder together, with their pikes in both their hands straight afore them, and their followers in that order so hard at their backs, laying their pikes over their foregoers shoulders, that, if they do assail undiscovered, no force can well withstand them. Standing at defence they thrust shoulders likewise so nigh together, the fore-ranks well nigh to kneeling, stoop low before, their follows behind holding their pikes with both hands, and therewith, in their

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kingdom. The oppoſite factions, under the influence of France and England, co-operating with the ſtruggles which ſubverted the popiſh religion, exhauſted the internal ſtrength of the kingdom, enfeebled the executive powers of government, deſolated the country, and laid in ruins thoſe noble edifices which it had been the work of ages to erect. *

But

their left their bucklers, the one end of their pike againſt their right foot, and the other againſt the enemy breaſt-high; their followers croſſing their pike points with them forward; and thus each with other ſo nigh as ſpace and place will ſuffer, through the whole ward, ſo thick, that as eaſily ſhall a bare finger pierce through the ſkin of an angry hedge-hog, as any encounter the front of their pikes"

With the decline of the ancient military art in Scotland ended alſo the ſhort-lived navy, which aroſe in the reign of James III. and diſappeared after the death of James V. being ſuffered to rot in the ports of France.

* They conſiſted of monaſteries, abbeys, convents, priories, colleges for ſecular prieſts, and provoſtries for the chief perſons of that order. Theſe buildings were the repoſitories of the public or national annals; of all eccleſiaſtical charters, records, bulls of the popes, and regiſters of the national councils, dioceſan ſynods, conſecrations, and other canons of the reſpective churches.

The moſt ancient of theſe buildings was at Icolmkill, (a ſmall iſland on the weſt coaſt of Mull, in Argyleſhire) which was founded or erected in the ſixth century. From that time, to the death of James V. the Scottiſh princes, nobility, and dignified clergy, ſeemed to vie with each other in raiſing and endowing thoſe numerous monuments of piety, taſte, and national genius; whoſe fate hath no parallel in the hiſtory of civilized nations, and whoſe ruins are beheld with admiration by every ſtranger.

In 1559, the mob of Perth, inflamed by a declamatory ſermon againſt churches and convents, as monuments of idolatry, firſt began the dreadful work of demoliſhing the noble edifices of that place, and a ſpirit of deva ſtation inſtantly pervaded the greateſt part of the kingdom.

In this, the populace were openly encouraged by the leading men of the reformation, who among other acts "paſſed one," ſays Spotſwood, "for demoliſhing cloiſters and abbey churches, ſuch as were not yet pulled down; the execution whereof was committed to the moſt violent men of the party; thereupon enſued a moſt pitiful deva ſtation of churches, and church-buildings, throughout all parts of the kingdom; for every one made bold to put their hands, the meaner ſort imitating the example of the greater. No difference

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But though the nation was thus internally convulsed, during the reigns of Mary and James VI. commerce still continued to flourish, in a certain degree.

In 1543, Henry VIII. gave orders for seizing several Scots ships, that were trading to France. He imagined that those seizures would induce the representatives of the great burghs in Scotland to vote for the marriage of their young queen to his son prince Edward; but this was so far from being the case, that the merchants refused to have their ships and cargoes delivered to them on such a condition. These seizures having been made in time of peace, gave the Scottish government very great cause of complaint; the answer returned by

was made, but all churches were either defaced or pulled to the ground. The holy vessels, and whatsoever else they could make gain of, as timber, lead, and bells, were put to sale: the very sepulchres of the dead were not spared;" and, among others, those of the kings and queens, since king Malcom III. at Dumfermline, Scoon, Arbroth, Melrose, the charter-house of Perth, &c. insomuch, that of all the Scottish royal family, from ages co-eval with the Romans, there is not one monument left entire within that kingdom.

Of the ecclesiastical edifices the cathedral of Glasgow only escaped the fury of the times, owing to the resolution of the citizens. Many buildings were totally demolished, and the stones removed for private uses. Others, whose walls were left standing, have served the purpose of quarries to the neighbourhood; and, in a few ages more, every vestige of those venerable remains will, in all probability, vanish from the eye.

The ruins which chiefly attract the notice of strangers are those of Melrose, in the shire of Roxburgh; Paisley in Renfrewshire; Dumfermline, and St. Andrews, in Fifeshire; Arbroth or Aberbrothic, in Angus; and Elgin in Murrayshire.

The reader will be able to form some judgment of the magnitude of those buildings, by the following statement of their dimensions, compared with the cathedral of Glasgow, which remains entire.

	Length	Breadth	Height	Traverse
Glasgow Cathedral	284	65	96	
Elgin	264			114
Aberbrothic	275	67		165
St. Andrew's	370	62		324

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by Henry, was, "That the ſhips were carrying proviſions to his enemies, the French, and that the crews had ſpoken diſreſpectfully of the Engliſh party in Scotland." To this it was anſwered by the Scots, "That the ſhips were only *laden with fiſh*, and that the treaty did not prohibit the ſubjects of Scotland from carrying on their trade as uſual."

In 1544, the Engliſh army pillaged the town of Leith; "where," ſays lord Herbert, "they found more riches than they could have eaſily imagined." Dr. Drake, another Engliſh hiſtorian, ſpeaking of that period, relates, "That his countrymen took twenty-eight of the principal ſhips of all Scotland, fraught with all kinds of rich merchandiſe, as they returned from France, Flanders, Denmark, and other countries, and brought them into Engliſh ports."

In 1545, Henry prevailed with the Flemings to ſeize ſixteen Scots ſhips and their cargoes.

Louis Guicciardin, in his account of the commerce of Antwerp with foreign nations, about the year 1560, ſays, "To Scotland Antwerp ſends but little, as that country is chiefly ſupplied from England and France. Antwerp, however, ſends thither ſome ſpices, ſugars, madder, wrought ſilks, eamblets, ſerges, linen, and mercery. And Scotland ſends to Antwerp vaſt quantities of peltry, of many kinds, leather, wool, indifferent cloth, and fine large pearls, though not of quite ſo good a water as the Oriental ones." The ſame author, ſpeaking of the commerce of Holland, obſerves, "That Vere, or Campvere, owes its principal commerce to its being the ſtaple port for the Scots ſhipping, and ſo has been for a long ſeries of years."

Beſides Campvere on the continent, the antient city of St. Andrews had long been a mart of general commerce. The town was large, elegant, full of merchandiſe, ſhipping, and buſineſs. It was the great reſort of trading veſſels from all parts of Europe, who, to the amount of three or four hundred,

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held an annual fair in the bay, trafficking with each other, and with the natives. The fair laſted from twelve to fifteen days, and contributed, with the literary and eccleſiaſtic eſtabliſhments of St. Andrews, to that eminent degree of wealth and ſplendor for which the place was long celebrated.

Such was the commercial ſpirit of the nation, in antient times, and even during the unfettled reigns of Mary, and James VI. Both ſides of the Forth exhibited an almoſt continued line of trading ports, and wealthy boroughs. Nor was foreign commerce neglected on the weſtern coaſt.

In the annals of Glaſgow, mention is made of one Elphinſton, as a promoter of commerce in that antient city, about the year 1420. Its trade conſiſted of pickled or cured ſalmon and herrings, which it exported chiefly to France. The returns were ſalt, brandy, and wine, particularly the latter, which was both plentiful and cheap.

In 1569, "It is ſtatute and ordainit, be ye magiſtrats and council, yat ye pynt of wine be ſald na darrer yan eighteen pennys ye pint." Which eighteen pennys is only equal to three halfpence ſterling, and the Scottiſh pint is equal to four Engliſh pints.

Dumbarton, Air, and Irvine, ſituated upon the Clyde, were alſo places of trade and ſhipping, as appears from an order of the national council, upon the ceſſaton of arms between the two Britiſh kingdoms; which order, as it particulariſes many of the principal commercial towns of Scotland, during the middle ages, is inſerted in this place for the information and amuſement of the reader.

Order of council, Edinburgh, 2 Aug. 1546.

"The quhilk day, foraſmekle as thair is ane peee taken and ſtandand betwix our ſoverane lady, and hir derreſt uncle the king of Ingland, quha has written to hir grace, ſhawand, that thair is certane Scottis ſchippis in the eſt ſeis, and utheris

placeis

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placeis, that dailie takis, rubbis, and ſpulzies his ſchippis, and liegis of his realme, paſſand to and fra, deſyrand thairfore hir grace to putt remeid thairto, for keiping of the ſaid parte; thairfore ordanes letteris to be directit to officeris of the quenis ſheriffis, in that pairt, to paſs to the merkat croces of Edinburc and Kyngorne, Dyſart and Pittenweme, Kirkaldy and Inverkeithing, Quenisferrie, pere and ſhore of Leith, Dunde, Aberdene, Montrois, Are, Irwyne, Dumbertane, Glaſgow, and uther placeis neidful, and thair, by oppin proclamatioun, command and charge all and ſundrie our ſoverane laydyis liegis, that nane of them tak upoun hand to paſs furt in weirfair, unto the tyme thai cum unto my lord governour, and lordis of counſall, and have his grace's licence, under our ſoverane ladyis previe ſeil, or great ſignet, and ſubſcriptioun of my lord governour, with ſik reſtrictionis as ſall be gevin to thame, under the pane of tynſell of lyff, landis, and gudis; and gif ony ſchippis happynis to depairt, that nane of thame tak upoun hand to invaid, tak, truble, or moleſt, ony Inglis ſchippis, under the pane foreſaid."

The principal exports of Scotland, previous to the union of the two crowns, were grain, cattle, ſheep, ſalted pork, white fiſh, pickled ſalmon, pickled and red herrings, wool, coarſe woolen and and linen goods, leather, various kinds of peltry, pearls, lead, and coals; alſo, during the late reigns, ſome gold and ſilver ſent to Germany.

The foregoing ſketches evidently prove, that the Scots, while under the immediate preſence of their ſovereigns and parliaments, had carried navigation, commerce, literature, ſcience, and all the arts of civil life, to a height then unknown in many countries of Europe, particularly thoſe lying under the ſame latitudes; and had not their laudable efforts been often interrupted, their country laid waſte, their towns plundered, and their ſhipping

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carried away, or deſtroyed, through baneful war, there is every reaſon to ſuppoſe, that Scotland, at the beginning of the 17th century, would have rivalled the moſt opulent and poliſhed ſtates.

And, as a further proof of the ſpirit, the penetration, and the good ſenſe of that nation, it ſhould be remarked, that the total ſubverſion of the antient eccleſiaſtical eſtabliſhment, and the reſtoration of the primitive doctrine and diſcipline, were effected by the people only; and though the fervour of their zeal carried them, in certain reſpects, to violences which cannot, in reaſon, be defended, yet, the beneficial revolution which they ultimately accompliſhed in the courſe of a few years, and in the face of the greateſt monarchy in Europe, will be handed down and recorded, as one of the moſt ſingular events which any ſtate hath produced.

We now arrive at a period when patriotiſm diſappeared, and when all public ſpirit and national improvement ceaſed. An event took place, which, though it ſheathed the ſwords of both nations, proved, in its conſequences, more fatal to Scotland than the politicians of thoſe ages had foreſeen. This was, its giving a king to England, in the perſon of James VI. anno 1603, whereby the two crowns were inſeparably united; an elevation extremely pleaſing to James, who thereby became ſole monarch of Great Britain, but which ſtruck ſo deep at the root of national proſperity in his native dominions, that many of the trading towns fell into decay, and have not yet been able to recover their former importance. The princes who had inſpired the nation with noble ſentiments, who had warmly patroniſed whatever conſtitutes the power, the opulence, and the elevation of ſtates, being now ſuddenly withdrawn, the people loſt their ſpirit, univerſal dejection took place, and the nation ſunk back rapidly into ignorance and inſignificance.

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The moment that James left Scotland, that country ceased, in effect, to be a free, independent kingdom. To the presence of a prince, the splendour and refinements of a court, the invigorating influence of a patriotic king and parliament, succeeded a pusillanimous council and senate, the creatures and humble dependants of a distant court; whose contentions, jealousies, and mutual distrust, served to cherish those party feuds and family animosities, which had often thrown a shade upon the Scottish annals, during the brightest periods of national prosperity.

The advantages of this union, on the part of England, were of the most solid nature: It deprived France of an antient, faithful ally, which England drew over to itself, and thus obtained a double acquisition of strength, while the rival nation sustained thereby a double loss. It gave the greater British kingdom the entire command over the lesser one, in all cases whatever; and it brought to London the rents of Scottish noblemen and gentlemen, who, from inclination or hope of preferment, were led to reside in that capital.

On the part of Scotland, no commercial benefit was gained; no treaty of reciprocal advantage was procured, whereby the nation, and especially the metropolis, might be enabled to sustain the shock which this event occasioned. On the contrary, the commercial privileges which Scotland had long enjoyed in foreign kingdoms, were mostly withdrawn; and restrictions, hitherto unknown, were now vigorously imposed. The trading towns, feeling the effects of those regulations, petitioned their absent monarch to interpose in their behalf, but no effectual redress could be obtained.

To complete the distresses of that melancholy period, the kingdom was invaded by whole armies of military enthusiasts, who, under the pretence of reforming church and state, repeated the barbarous policy

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policy of the moſt deſpotic tyrants; deſtroyed thouſands of the innocent inhabitants, ſeized the ſhipping, the merchandize, and valuable effects of the trading towns; * demoliſhed the caſtles of the nobility, pointed their cannon againſt the poor remains of eccleſiaſtical ruins, carried off the national records, and erected forts in the moſt eligible places, to enforce obedience to the government of an ambitious uſurper.

Equally calamitous in their operation and conſequences, were the religious commotions of that devoted kingdom; and as theſe are cloſely connected with the civil and commercial affairs of the nation, during this unhappy period, we cannot wholly omit the ſubject.

King James had laboured to ſubvert the preſbyterian eſtabliſhment of his native country, with a view to uniformity of religion over the whole iſland. He proceeded, in this impracticable work, by ſlow and gentle means; but the preſbyterians having made a ſtout reſiſtance to all innovations, his ſucceſſors, at the inſtigation of Laud and other zealous bigots, attempted to enforce obedience by the ſword. Theſe ſanguinary meaſures, inſtead of making converts to the church of England, produced all thoſe dreadful effects which have ever diſgraced religious war. Epiſcopacy and Calviniſm became triumphant alternately, while of Chriſtianity nothing ſeemed to remain

* In 1651, General Monk deſtroyed or carried away the ſhipping, the artillery, and the merchandiſe of the Forth, ſtormed and plundered Anſtruther, and ruined St. Andrews, the once glory of the kingdom. From thence he ſent a detachment to Dundee, under Colonel Alured, who obſerving the wealth of the place, found a pretext for a general maſſacre of ſix hundred inhabitants, who were put to the ſword, and having thereby cruſhed all oppoſition, he gave the town up to plunder, carried away forty cannon, and ſixty ſail of trading veſſels which had retired for ſafety to that harbour, "Some of my men, ſays he, in his letter to the parliament, have gotten 500, ſome 300, others 200, and

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remain but the name. * Numbers of both parties fell in battle. Some hundreds ſuffered death or torture; many betook themſelves to a voluntary exile among their friends in the north of Ireland; † others

300, and 100 pounds apiece. None of them but are well paid for their ſervice."

* The preſbyterians were promiſcuouſly called *covenanters*, from their having ſigned a *ſolemn league and covenant*; or *whigamores*, from *whig*, an acid blueiſh liquor drawn from the churn, the uſual drink of the peaſantry at that time, and at preſent. And now aroſe the diſtinction of whig and tory, and the averſion to the Stuart family, which ſtill prevails among the former in Scotland.

† The northern Iriſh had never ſubmitted completely to the Engliſh arms. They were therefore proſcribed as barbarians and aliens, living without the Engliſh pale, and who took every opportunity to harraſs the Engliſh intereſt. On the other hand, they kept up a correſpondence with the Scots, whom they conſidered as their countrymen and friends. In 1315, Edward Bruce, brother to Robert king of Scotland, having invaded Ireland at the head of a conſiderable army, made an impreſſion on the Engliſh intereſt, and was formally crowned king of Ireland, at Dundalk; but loſing, ſoon after, his crown and life, the adminiſtration of the kingdom reverted to the Engliſh government. The connection and intercourſe was, however, ſtill kept up between the Scots and northern Iriſh. In 1505, Henry VII. king of England, propoſed an interview with James IV. to ſettle the affairs of Ireland, and other purpoſes. This report reaching the Iriſh chiefs of the north, one Odon Odonignoil, who ſeems to have entered into a league with James or his father, ſent one Heneas Macdowal from the town of Drumangeil, to notify to James the death of his ally, Odon's father, and to require from James, by virtue of the alliance between them, 4000 men, to be commanded by John, the ſon of Alexander Mackean. He alſo beſeeched James that he would not go out of his own kingdom, to meet with the king of England.

About the year 1540, there being a great coldneſs between Henry VIII. and James V. the latter prepared a navy of 15 ſhips, with 2000 men, for a ſecret enterprize. Lord Herbert "does not pretend certainly to know James's deſign in thoſe preparations, though, ſays his Lordſhip, it looked as if he hoped to annex Ireland to his crown, ſince, about this time, certain Iriſh gentlemen came to invite him over to their country, promiſing to acknowledge him for their king; and that divers noblemen and gentlemen of Ireland ſhould come over to do him homage." Henry having at this time declared himſelf king of Ireland, of which he was before only ſtyled the lord, thereby gave umbrage to James, who

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others were branded with hot irons, and had one of their ears cut off, under which indignities they were tranſported as ſlaves to Jamaica, and the American plantations. Nor did the women eſcape the fury of this religious phrenſy. They were branded, whipt, tied to ſtakes within the flood-mark, and otherwiſe puniſhed, frequently without the form of a trial.

Such were the effects of religious intolerance, in Scotland, during the greateſt part of the laſt century, and which ought to ſerve as a leſſon of moderation to all thoſe factious ſpirits, who, inſenſible of the valuable privileges, civil and religious, which the Britiſh conſtitution diffuſes amongſt all denominations of people, are ever meditating innovations equally unmeaning and unneceſſary.

Theſe privileges were confirmed by king William

who firmly aſſerted that he had a preferable claim to, at leaſt, one half of that iſland, which had been peopled chiefly by the ſubjects of Scotland, and who unanimouſly conſidered him as their natural ſovereign.

Numbers of Highland volunteers were at this time blended with the Iriſh troops, while, on the other hand, a body of Iriſh archers were at the battle of Pinkie, anno 1547, in the diviſion commanded by the earl of Argyle. Reciprocal aid, and ſupplies of troops, had been cuſtomary between both countries, from the earlieſt ages down to that melancholy period, when the unhappy Scots were driven in whole bodies into the north of Ireland, much to the prejudice of their native country, but highly beneficial to Ireland, which thereby acquired a new colony of ſober, ingenious, and induſtrious people, by whom the great ſtaple of the linen manufacture was introduced, and by whoſe deſcendants it hath been extended to an incredible degree.

Since, therefore, a connection and friendſhip thus kept up from time immemorial, hath been lately cemented by conſanguinity, ſimilarity in religion, purſuits, and modes of life, we would gladly hope that the northern Iriſh and weſtern Scots will behave as kindred, countrymen, and neighbours, giving and receiving mutual aſſiſtance, particularly in the fiſheries upon their ſhores, which ſeem intended by providence, not merely for the inhabitants of Lock Broom and Lock Swilly, but for the general ſupply of all Britiſh and Iriſh ſubjects, whoſe local ſituation enables them to avail themſelves of this ineſtimable bounty.

at

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at the revolution, in 1688, when the presbyterian establishment received a permanent sanction, and peace being then finally restored to a bleeding, impoverished nation, the people began to contemplate the benefits of trade, and to resume the commercial spirit of their ancestors.

The parliament having, in the abundance of their gratitude, voted liberal supplies of men and money, towards enabling king William to prosecute his military enterprizes; that prince, highly sensible of the obligation, ordered the lord commissioner of Scotland to declare in parliament, "That if the members found it would tend to the advancement of trade, that an act should be passed for the encouragement of such as should acquire and establish a plantation in Africa, America, or any other part of the world, where plantations might be lawfully acquired; and that his majesty was willing to declare, he would grant to the subjects of this kingdom, in favour of these plantations, such rights and privileges as he granted, in like cases, to the subjects of his other dominions." Many other flattering promises were added, and the lord president confirmed and enforced all that had been said by the commissioners. A dutiful answer was voted to the king's letter. Two committees were appointed, a loyal one for the kingdom, and a patriotic one for the encouragement of trade.

The latter, in consequence of powers that had been granted to the commissioner by the king, prepared an act for establishing a company trading to Africa and the Indies; with the very extensive privileges of planting colonies, building cities, towns, and forts, in places uninhabited, or in others, with the consent of the natives, exempting the merchants, for twenty-one years, from all duties and impositions, and rendering the trade exclusive. Letters patent were directed by the parliament

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ment to be expedited under the great ſeal, confirming this act, without farther application to, or warrant from the crown.

Shares in the new company were purchaſed with ſuch readineſs, that, notwithſtanding the low ſtate to which the kingdom had been reduced, a capital of £. 400,000 was actually raiſed in Scotland; £. 300,000 had been ſubſcribed privately in England; and £. 200,000 was offered by Hamburgh. It was determined to raiſe the capital to £. 1,000,000, and to eſtabliſh a ſettlement upon the iſthmus of Darien, which joins the two continents of America in ſuch a manner, as to enable the colony to carry on a trade with the South Seas, the Atlantic, the Eaſt and Weſt Indies.

Depending on the royal word, the new India company reſolved to execute their project without delay. For this purpoſe, they purchaſed ſhips of large burden, at Hamburgh, and Amſterdam, which, with a number of tranſports, they loaded with merchandize, artillery, and military ſtores. Having embarked 1200 experienced veterans, who had ſerved abroad in king William's wars, the fleet ſailed from Leith in July, 1698, went round by the Orkney Iſlands, took in ſome wines at Madeira, and had a ſafe paſſage to Darien.

The natives, ſtrongly prepoſſeſſed againſt Spain, and acknowledging no dependence on that kingdom, received the Scots with open arms, lived with them like ſubjects or brothers, and aſſiſted in the eſtabliſhment of the infant colony, which ſoon began to aſſume a favourable appearance, and was named *Caledonia*. A ſafe and commodious harbour which they took poſſeſſion of, was declared to be free; the town of *New Edinburgh* and *Fort St. Andrew*, were begun to be formed, and every commercial advantage was opening to their view, when all their hopes were fruſtrated by an oppoſition, which

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which had been raiſed by the Engliſh and Dutch India companies to this promiſing enterprize. The king endeavoured to ſoften the reſentment of the Scots, by reſuming, with aſſiduity, the long meditated project of uniting the two kingdoms in one common intereſt, which deſirable work was completed in 1707.

The commercial benefits which had been expected in virtue of the union, were, however, ſcarcely perceived in Scotland, till the late reign, when a ſpirit of improvement, induſtry, and commerce, began to pervade the centre of the kingdom. While the encouragement given to the linen manufacture, gave new life to the decayed ports of the eaſtern ſhores, and rouzed them into action, the American commerce, and the bounties on the fiſheries, animated thoſe of the weſt.

The citizens of Glaſgow, availing themſelves of their ſituation, fitted out, in 1718, the firſt veſſel of Glaſgow property that croſſed the Atlantic. Their trade advanced by ſlow degrees till 1750; and from that period to 1775, it may be ſaid to have flouriſhed. In 1776, America prohibited all intercourſe with Great Britain. In 1780, Ireland was admitted to participate in the American and Weſt India commerce; and in 1783, the American trade was laid open to all the world. Thus vaniſhed, after a ſhort poſſeſſion, all the *excluſive* commercial privileges relative to that country; for which the Scots had annihilated their parliament, their African and India company; and ſubjected themſelves to exciſes, taxes, duties, and commercial reſtrictions, unknown before the year 1707.

Commercial Eſtabliſhments.

All the commercial privileges which the Scots enjoyed abroad have been revoked, as before mentioned, excepting at Campvere in Holland, which is ſtill the reſidence of a conſul, or conſervator, appointed by the royal boroughs of Scotland; and even

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theſe privileges have of late been held on a precarious tenure, notwithſtanding the obligations which Holland owes the former kingdom.

The court, or *Convention of the Royal Boroughs in Scotland*, had its origin about the middle of the twelfth century. Their meetings were held occaſionally at Haddington, and afterwards, annually, at Inverkeithing. The number of theſe boroughs is at preſent ſixty-ſix, including the cities. Some of them are in ruins, others decayed, the harbours choaked up, and the corporations involved in debts. The boroughs are repreſented in parliament by 15 members; and, at the annual convention held at Edinburgh, by one commiſſioner from every borough, beſides Edinburgh, which ſends two. Their privileges extend to commercial affairs both within the kingdom and abroad, of which they conſider themſelves the guardians, but having neither funds nor ſpirit, their conventions for ſome ages paſt have not effected many purpoſes of national concern.

In 1726, however, the convention, perceiving the miſerable ſtate of the nation, procured a new eſtabliſhment, *for the Encouragement of Fiſheries, Manufactures, and Improvements, conſiſting of* 21 *Truſtees*, who ſo far as their very limited funds extend *, have rendered their country the moſt eſſential ſervices †.

In

* Amounting only to 6000l.

† The following table ſhews the progreſſive ſtate of the linen made and ſtamped for ſale in Scotland, from the commencement of this eſtabliſhment in 1727, to the year 1784, viz.

	Yards.	£.
1727 to 1728	2,183,978	103,312
1746 to 1747	6,661,788	262,866
1756 to 1757	9,764,408	401,511
1765 to 1766	13,242,557	637,346
1776 to 1777	14,793,888	710,633
1783 to 1784	19,138,593	932,617

Table

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In 1746, Archibald, duke of Argyle (the Mæcenas of Scotland), procured a royal charter for the

Table specifying the quantity of linen made and ſtamped for ſale in each reſpective ſhire, for one year, ending November 1, 1784; alſo the total value, and medium price per yard.

Shires.	Yards.	Value.			Price per yard at a medium.	
		£.	s.	d.	s.	d.
Aberdeen	130,218½	12,640	3	½	1	9½/12
*Argyle	5,644	339	14	6	1	2
Ayr	61,550	3,747	15	9¾	1	2 9/12
Banff	27,876¼	2,133	3	7½	1	4 7/12
Berwick	22,312	2,407	9	6	1	3 9/12
*Bute						
*Caithneſs	1,206	46	6	8		9 1/12
Clackmannan						
*Cromarty	2,509	94	1	9		9
Dumfries	51,084	2,307	2	8½		11
Dunbarton	114,079½	7,149	16	6	1	3 10/12
Edinburgh	244,048¾	34,250		3¼	3	3/12
Elgin	10,355	477	15	7		8 8/12
Fife	2,575,223½	105,988	18			9 9/12
Forfar	8,076,658½	208,816	16			6 3/12
Haddington	31,581¼	1,865	6		1	1 7/12
*Inverneſs	237,426	7,316	4	3½		7
Kincardine	103,313	3,977	9	5		9 1/12
Kinroſs	99,516½	4,790	16	10½		11 2/12
Kirkcudbright						
Lanerk	2,739,807½	208,111		9¾	2	1 3/12
Linlithgow	7,268¾	657	16	11	1	8 6/12
*Nairn	9,548½	515	19		1	2 8/12
Orkney	23,216	2,337	11		2	4/12
Peebles						
Perth	2,131,408	109,818	8	8½		11 5/12
Renfrew	2,302,020	205,341		10¼	2	1 4/12
*Roſs	20,671	835	1			8 3/12
Roxburgh	48,386¼	3,701	8	10¼	1	6 3/12
Selkirk						
Stirling	38,622¼	1,974	6	10¼	1	6 4/12
*Sutherland	514	25	14		1	
Wigton	22,529	949	13	5		9 8/12
Total	19,138,593	932,617	1	11		

The ſtars mark the Highland counties, which, with the Hebride Iſles, compoſe nearly one half of the kingdom, exclusive

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eſtabliſhment of a *Britiſh Linen Company*, with a capital ſtock of 100,000l. and which may be further increaſed as the affairs of the company ſhall require.

In 1782, the principal merchants and manufacturers in Glaſgow and its neighbourhood, formed themſelves into a Society, by the name of *The Chamber of Commerce and Manufactures in the city of Glaſgow, comprehending the towns of Paiſley, Port Glaſgow, Greenock, and the places adjacent.*

This ſociety is eſtabliſhed by royal charter, and governed by thirty directors, one of whom is their chairman.

Preſent State of Agriculture, Manufactures, and Commerce.

Improvements in the various branches of huſbandry, planting, and the raiſing a better breed of

excluſive of the Highland part of the ſhires of Perth, Elgin, and Aberdeen.

The proportion of linen made and ſtamped for ſale in the two diviſions of the kingdom, is thus in value, viz.

In the Lowlands — — —	923,444
In the Highlands and Hebride Iſles —	9,173
	£. 932,617

Conſequently, one half of the kingdom manufactures above one hundred times the value of the other half, beſides a variety of other manufactures in the Lowlands, that are entirely unknown in the Highlands. This great diſproportion is not owing to any idle diſpoſition, or incapacity of the Highlanders, as ſome people wrongly inſinuate, but purely from the neglect of that country, and its want of towns and markets. It is well known that the Highlanders of both ſexes, who are employed as ſervants in the Lowlands, are equally dexterous and diligent, as the people amongſt whom they reſide. Combining this circumſtance with the ſmall quantity of linen yet made in ſeventeen counties of the Lowlands, viz. Air, Banff, Berwick, Clackmannan, Dumfries, Elgin, Haddington, Kincardine, Kirkcudbright, Linlithgow, Kinroſs, Peebles, Orkney, Selkirk, Roxburgh, Stirling, and Wigton, amounting only to 31,327l. 17s. we may conjecture, that when every ſupport is given to, and every impediment removed from this manufacture, the number of yards may be extended to 50,000,000 annually; and conſequently an additional demand for Engliſh goods.

cattle

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cattle and ſheep, have made rapid progreſs in the Lowlands ſince the year 1750; but much remains to be done, particularly on thoſe eſtates whoſe proprietors reſide in other parts of the iſland.

Partly to the abſence of theſe gentlemen, is owing the neglect of manufactures, and commerce, over a very conſiderable part of the kingdom: the banks of the Clyde, the Forth, and the Tay, with a portion of the eaſt coaſt, as far north as Inverneſs, may be ſaid to carry on the whole trade of the nation, both inland and foreign.

Moſt of the counties to the ſouthward of Edinburgh, and whoſe inhabitants compoſed, in ancient times, the flower of the Scottiſh armies, exhibit at preſent a melancholy picture of decayed boroughs, neglected ſeats, and a dejected commonalty.—Though this diſtrict hath a coaſt of near 200 miles, abounding in ſmall harbours, and ſituated moſt admirably for weſtern commerce, and the fiſheries; yet, from the head of the Solway Firth to the town of Air, there is neither manufacture, nor ſhipping beyond the ſize of the herring buſſes, although it would appear by the number of ports, and by tradition, that there was formerly a petty traffic in all thoſe places.

The ſame remarks are applicable to that extenſive inland country which reaches from the river Tay, or the lake of that name, to the Pentland Firth. There is, however, amongſt the gentlemen of the northern counties, a more general ſpirit for introducing ſmall branches of manufacture; alſo for planting, and other rural improvements. By theſe generous efforts, the hills begin to be covered with timber of various denominations, and ſo numerous as to exceed credibility. Of this, the eſtate of the late Sir Archibald Grant furniſhes the moſt ſtriking inſtance, that gentleman having, it is ſaid, lived to ſee ſeveral millions of trees of his own planting, and moſtly in full growth.

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The beſt and moſt improvable lands in the Lowlands of Scotland, lie chiefly upon the four principal rivers, the Tweed, Clyde, Forth, and Tay; alſo, upon the ſea-coaſt, ſouth and eaſt. The dimenſions in ſtraight lines, excluſive of head lands, are thus, viz.

	Miles.
From Berwic to Hawic in Roxboroughſhire, nearly - - - - - - - - - -	40
—— the head of the Solway Firth to Port-Patric for the Iriſh Channel - -	100
—— Girvan to the Largo on the Firth of Clyde	40
—— Berwic to St. Abb's Head on the eaſt coaſt, and from thence to the Firth of Clyde, below Greenock - -	120
—— the Head of the Forth above Stirling, to Kinnaird's Head, at the opening of the Murray Firth - - - - - -	160
—— Kinnaird's Head to Lochneſs, beyond Inverneſs - - - - - - -	92
—— Lochneſs to Dungſbay-Head, on the Pentland Firth - - -	96
	648

The breadth of theſe tracts is various; in ſome parts the mountains reach to the ſea, as at Stonehive and the Ord of Caithneſs; in other parts, the breadth extends from 10 to 20 miles and upwards: the main breadth of the whole may be eſtimated at nearly 10 miles, by 648 in length. In theſe diſtricts there are many coarſe tracts of ground, and ſeveral moſſes of conſiderable dimenſions, but it is probable that in leſs than 50 years, theſe grounds will be brought into better condition. In order, however, to ſuſtain the above-mentioned conjecture relative to the extent of corn or meadow land at preſent in the Lowlands, let us exclude the moſſes, with the barren or unimproved tracts, and, inſtead thereof, take into the account the fertile vallies or dales lying between the ridges of mountains, and which, though narrow, are

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generally of conſiderable length, as Lauderdale, Nithſdale. If to the quantity of arable, meadow, or improvable land, ſtated above, we add the lands of the ſame quality in the Highland ſtraths, glens, and iſlands, mentioned in page 142, the whole ſeems to compoſe a conſiderable ſurface: yet, in the compariſon with the heathy mountains, and other rugged tracts in Scotland, the good land bears a very ſmall proportion. This conſideration evidently points out the great line of action to the inhabitants, viz. manufactures, fiſheries, and foreign trade, for which their ſhores and local ſituation are moſt admirably adapted. The number of bays, harbours and creeks, in the mainland and iſlands, ſeem almoſt to exceed calculation. The kingdom is equally commodious for the Baltic, the American, and the Weſt-India trade. Agriculture is therefore to be conſidered as an object of the third or fourth degree only in national importance.

Of the various Claſſes and Degrees of People in the Lowlands, and their Propenſity for the Manufactures of England.

It is ſcarcely neceſſary under this head to mention the nobility, gentry, and principal traders; their manners and modes of life being ſimilar to thoſe of the ſame ranks in England, from which country they ſupply themſelves in the various articles of dreſs, furniture, and paintings.

Very different, however, in many reſpects, are the generality of the farmers of Scotland from their ſouthern brethren. No ſooner has the traveller paſſed the borders, than he perceives a ſtriking contraſt, not only in the appearance of the farms, houſes, and cattle, but alſo in the countenances of the people. The men are ſober, temperate, and laborious; the women equally diligent in raiſing coarſe woollen and linen cloth, and other neceſſa-

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ries for the family, beſides ſome ſmall matters, particularly linen and yarn, for ſale. Some of the more fertile diſtricts excepted, this claſs of people ſeldom enjoy the luxury of butcher's meat, wheaten bread, or even ſmall beer. Theſe they chearfully relinquiſh, to gratify their propenſity for Engliſh broad cloth, and other fineries, wherewith to adorn themſelves on Sundays, and public occaſions. Notwithſtanding the unceaſing toils of the week, they attend all the duties of religion with the utmoſt punctuality, and are equally attentive to the education and morals of their children; inſomuch, that irregularities ſeldom happen, and crimes of a groſs nature are ſcarcely known. For many years after the revolution, the number of perſons executed in the courſe of juſtice did not exceed three, upon an annual average, through the whole kingdom.

Equally ſober, induſtrious, and domeſtic, are the mechanics, whoſe earnings, excepting thoſe who are engaged in the finer manufactures, do not exceed ſeven or eight ſhillings weekly, in the ſouthern parts; and from four ſhillings and ſixpence to ſix ſhillings in the north. On this they dreſs in Engliſh broad cloth; and their wives, occaſionally, in a gown, or cloak of ſilk, from London. On this alſo, they bring up, educate, and fit out for the world, thoſe adventurous, intelligent people, who abound throughout Europe, Aſia, and America.

There is another claſs in Scotland, whoſe induſtry, and laudable pride, enable them to maintain themſelves without troubling the pariſh, and at the ſame time contribute materially to the great ſtaple of the kingdom. Theſe are females of all ages, and under various diſtreſſing circumſtances; the orphan, the widow, and the aged mother; all thoſe who have out-lived their kindred, or who receive no ſupport from them. By unremitting application at the wheel, they gain two ſhillings weekly,

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weekly, in or near the manufacturing towns; but thoſe of the northern parts, and who are chiefly employed in knitting ſtockings, cannot, with the cloſeſt application, clear above eighteen pence. So ſlender an income implies a ſcanty ſubſiſtence, conſiſting of barley-meal, greens, potatoes, butter-milk, whey, and water. A ſmall moiety is reſerved for a decent apparel of home manufacture, wherein to appear at church; and though worn down with age, infirmities, or neglect, they hold out with ſurpriſing chearfulneſs and fortitude, having always in contemplation, the proſpect of a happier exiſtence throughout eternity. This is alſo the conſolation of the great body of people in that kingdom; the favourite ſubject of their converſation when in health, and the ſupport of their minds in the days of affliction.

Upon the whole, when we conſider the Lowlands of Scotland in a general view; the diſpoſition, induſtry, and ſober manners of the inhabitants; the many acres yet in a ſtate of nature; the numerous decayed ſea-ports, which might be reſtored; the abundance of fiſh, cattle, ſheep, vegetables, and roots; and that of 33 counties, 18 export grain, not from the extraordinary crops, but the thinneſs of inhabitants: when we ſum up all theſe circumſtances, the aggregate will enable us to form an eſtimate of the importance of that diviſion of the iſland; and this leads to the main objects of the work, ſo far as they relate to that kingdom.

Scotland, the moſt valuable Nurſery of Seamen in the Britiſh Empire, England excepted.

The benefits which England derives from Ireland, America, Africa, the Eaſt and Weſt Indies, have been the frequent theme of public diſcuſſion by the natives of the reſpective countries, or by perſons whoſe intereſt or inclination it was, to ſet forth theſe advantages in the moſt favourable light.

Our

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Our derivative benefits, from the northern part of the united kingdom, in ſtrength, and commerce, though of all others the moſt valuable, permanent, and improvable, have not hitherto been ſo forcibly repreſented, ſo fully underſtood, or regarded with ſuch attention and reſpect, as their importance ſeems to require. To this may be partly owing the neglect of that kingdom, the contempt in which it is beheld, the comparative ſcantineſs of the funds allotted for its improvement, and the univerſal diſpoſition for emigration amongſt the huſbandmen and artiſts, to a country where thoſe induſtrious people will eſtabliſh, much ſooner than is generally imagined, the various manufactures of their native land.

It is to be wiſhed that we may not, for a long term of years, have occaſion for ſuch numerous armies as have lately pervaded the globe, and in which the Scots ſupported, as uſual, their military reputation: but a powerful, well-appointed fleet, and a proportionate number of men, always in readineſs, will ever be neceſſary, both in peace and war. The great exertions, and the incredible expence of this kingdom, in acquiring, raiſing, protecting, and retaining, diſtant ſettlements, had the navy in view, equally with commerce, becauſe the one depended upon the other. The carrying trade to and from thoſe ſettlements reſpectively, was conſidered as ſo many ſources, which conſtituted England's glory and defence; but that concluſion admits of ſome exceptions. The trade to China and the Eaſt-Indies, inſtead of being a nurſery for ſeamen, is the conſumer of that very uſeful claſs of people, and requires conſtant ſupplies from the temperate ſhores of Britain. The trade to Africa is equally deſtructive; and even the Weſt Indies, being ſubject to all the diſorders peculiar to the tropical climates, muſt debilitate and carry off great numbers of men in a premature age.

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The North American commerce was more favourable to longevity, and employed 8000 ſeamen, who were, however, chiefly Britons; nor did America ever afford any ſupplies to the navy, and none is now to be expected from that quarter. On the contrary, the northern provinces are building ſhips of war for our rival, to whoſe marine ſtrength, by an unexpected turn in human policy, the foreſts of that great continent are at preſent devoted.

Such being the partiality of America towards France; and ſuch the deſtructive nature of the carrying trade to all our remaining ſettlements, Canada, Nova-Scotia, and Newfoundland excepted, the Scottiſh fiſheries claim the moſt ſerious conſideration. That great nurſery contributes, in a double capacity, to the aid and ſtrength of this kingdom; it ſupplies equally the waſte of the mercantile ſervice, and the royal navy; enabling us to carry on the greateſt traffic, and to man the moſt victorious fleets that the world hath ſeen.

Previous to the American war, or in years when the bounty to the herring buſſes was regularly paid, the various fiſheries of Scotland, and the three diviſions of its iſlands, employed from 10 to 15,000 men, compoſed of coopers, carpenters, experienced ſeamen, or young perſons who were advancing progreſſively in the naval profeſſion.

The great ſuperiority of this nurſery to all others appears in the following comparative ſtatement:

The ſettlements, colonies, and iſlands, ſtill ſubject to Great Britain, in various parts of the world, employ, viz.

Hudſon's

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Hudſon's Bay — — —	130
Nova Scotia* — — —	200
Canada — — —	400
Africa — — —	3900
Weſt Indies — — —	12000
China, and the Eaſt Indies, previous to the tea act — — —	6000
	22630
The Newfoundland fiſheries employ of men and boys, from Great Britain and Ireland — —	10000
The Whale fiſhery to Greenland, Davis's Straits, and other parts, employs	6000

Of ſtill greater conſequence will theſe fiſheries appear, when it is known, that the herring and the white fiſheries, upon the coaſts, lakes, and firths of Scotland, could raiſe and keep in conſtant readineſs for the naval and mercantile ſervice, 50,000 hardy ſeamen, and at no greater expence to the public than a fifth part of the expenditure in maintaining 18,000 ſeamen on the peace eſtabliſhment.

The war at the revolution employed 45,000 ſeamen. The number hath increaſed every ſucceeding war; and in 1782 it amounted to 110,000. The great efforts which France, aided by Holland and America, is now making in the naval department, require the ſame attention on our part: in all probability the Britiſh fleet, at the breaking out of another war, will far exceed that of the year 1782, great as it was; an additional number of men will conſequently be wanted; and as the manning of the navy hath ever been attended with conſiderable difficulty and expence to government, and

* The eſtimate reſpecting Canada and Nova Scotia, being made before the American war, muſt be conſidered far too low for the preſent time. The great reſort of refugees to thoſe provinces, and the rapid increaſe of trade with the mother country and the Weſt Indies, will in a few years employ 2 or 3000 Britiſh ſeamen.

with

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with circumſtances of oppreſſion towards many who are dragged into that ſervice againſt their conſent; there is not, in the whole ſyſtem of Britiſh politics, an object of greater importance to the defence and proſperity of theſe kingdoms, than that of increaſing the number of hardy, intrepid ſeamen, by means of the northern fiſheries, and coaſting trade. The arguments for a vigorous attention to this national object, derive additional force, from the ſober manners, and tractable diſpoſitions of thoſe men, a circumſtance well known to the naval officers, and much approved of by them.

The number of ſeamen on the peace eſtabliſhment, including 3600 marines, is 18,000.

The expence to the public for each man is 4l. per month for 13 months, or 52l. per annum; and the total expence of maintaining 18,000 men is 936,000l. Were government to appropriate only a fifth part of this ſum towards the northern fiſheries, that nurſery would keep in readineſs the abovementioned number of ſeamen, moſt of whom would, upon a ſhort practice, be equally qualified for working the ſhips of war and the guns, as thoſe now in actual ſervice.

Suppoſing, therefore, that 200,000l. ſhould be voted for the encouragement of the former claſs, the comparative difference of the expence to government, upon the ſeaman, and the fiſher, would be as thirteen to one; that is, every ſeaman on the peace eſtabliſhment coſts 52l. and every fiſher on the above plan would coſt only 4l.

This important ſubject may be thus further illuſtrated. Suppoſing that war ſhall be declared at the expiration of 20 years from the preſent time; in that caſe, every ſeamen now in employ, and who ſhall be then alive, will have coſt government 1040l. and every fiſher only 80l. Were France, Spain, or Holland, poſſeſſed of ſuch a ſource of naval ſtrength,

no

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no expence would be thought too great for the encouragement of their fiſheries; but, happily for Britain, none of thoſe kingdoms have any fiſheries worthy of regard upon their own ſhores, though both French and Dutch have zealouſly directed their attention towards the ſhores of the North. Let, therefore, 200,000l. be added to the navy eſtimates, and inſtead of 18,000 men, including 3600 marines, we ſhall, upon any emergency, have 68,000 men, beſides thoſe in the mercantile and coaſting trade. This meaſure would perplex the councils and fruſtrate the hoſtile deſigns of the maritime powers of Europe againſt our commerce and diſtant ſettlements, keep war and all its horrors at a great diſtance, give vigour to every department, peace and proſperity to a hitherto much oppreſſed nation.

Scotland conſidered as a commercial Nation, and its great Importance to England in that View. Some Propoſals for a more liberal ſyſtem of Policy relative to Scotland, with conjectural Eſtimates of the beneficial Conſequences which would flow therefrom, to the whole Iſland.

It hath been obſerved, that a ſpirit of induſtry, trade, and rural improvements, began to revive in Scotland about the year 1726, in conſequence of the American commerce carried on from Glaſgow, and ſome ſalutary, though incomplete meaſures of government reſpecting the linen manufactures, and the weſtern fiſheries, by which the whole kingdom was more or leſs benefitted. Since that time, more eſpecially from the year 1750, the demand in Scotland for Engliſh manufactures, and various foreign articles through the channel of London, as ſilk, drugs, tea, and India goods, gradually increaſed, till the fatal commencement of the American war in 1775, when the annual value of Engliſh

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Engliſh exports to Scotland had amounted to — — —	£. 2,000,000
The ready money ſpent by the Scots nobility and gentry reſiding in England — —	500,000
Ditto, by traders, and other perſons, in their periodical journies to London; alſo in remittances to boarding ſchools, academies, and for a variety of other purpoſes — —	100,000
	£. 2,600,000

In 1696, was eſtabliſhed in England, the office of inſpector-general of the value of exports and imports to and from all parts of the world; and in 1697, the general amount of exports was found to be

— — —	£. 3,525,906
Annual exports to Scotland only, between 1763 and 1775; including alſo, the money ſpent in England by the natives of Scotland —	2,600,000
	£. 925,906

being within a million of the whole exports of England, in the memory of man. The ſuperiority of Scotland in a commercial view, at the preſent period, to any other channel or ſource of trade, will further appear from the following comparative ſtatement, taken from Sir Charles Whitworth's Commercial Tables for 1771, that being the higheſt year of Engliſh exports, particularly to the American States, where the imports from England never exceeded 1,763,409l. upon an average of ten years, prior to 1780.

Africa

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	Exports to	Imports from
Africa	712,538	97,486
Canaries	23,825	6,803
Denmark and Norway	152,340	83,711
Eaſt Country	95,961	195,357
Eaſt India	1,184,824	1,882,129
Flanders	861,777	142,138
France	146,128	51,645
Germany	1,316,492	765,774
Greenland	10	13,803
Holland	1,685,397	428,080
Ireland	1,983,818	1,380,737
Italy	782,582	947,138
Madeiras	11,213	2,067
Portugal	716,122	354,631
Ruſſia	150,159	1,274,620
Spain	1,224,811	568,323
Streights	153,323	3,604
Sweden	64,180	157,851
Turkey	20,573	100,443
Venice	73,956	83,335
Guernſey, Jerſey, and Alderney	58,565	56,802
North America	4,586,886	1,468,941
Weſt Indies	1,151,360	2,716,569
Spaniſh Weſt Indies	4,301	39,988
	17,161,146	12,821,995

Since the year 1748, the annual amount of Engliſh imports hath gradually increaſed from 9 to 12,000,000l. while from 1771, that of exports hath been gradually decreaſing; inſomuch that the balance, which, upon an average of 50 years previous to 1771, had been above 4,000,000l. in favour of exports, did not, at the concluſion of the late war, amount to 1,000,000l. after deducting the value of ſtores and other ſupplies for the army and navy. Nor are there any good grounds to hope, that the national exports to foreign parts will again produce

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produce a balance of 4,000,000l. or even half of that ſum, for a permanency of years.

The balance with Ruſſia, Sweden, and other countries upon the Baltic, hath always been againſt England, owing to the importance of the articles which we receive from thence, to manufactures, and ſhipping. Our exports to Ireland, Portugal, Italy, Turkey, the Streights, Germany, the Low Countries, have lately decreaſed to the amount of two millions annually, which France hath partly gained; and ſimilar deficiencies, by means of that politic nation, may be expected with other European kingdoms, the trade of Ruſſia excepted.

In America, the proſpect is ſtill more gloomy. As thoſe ſtates are ſeducing artiſts and manufactures from all the commercial nations of Europe, and as their country abounds in raw materials, as iron, copper, timber, furs, peltry, cotton, hemp, flax, indigo, and ſilk; it may be preſumed, that they will reſtrict their imports from this country to ſuch articles only as they cannot raiſe within themſelves; and, inſtead of being a general cuſtomer, become a rival, much ſooner than we imagine.

Upon the whole, the luxury of the times hath conſiderably increaſed our imports, while the exertions of France, the independence of Ireland, and America, have ſo greatly abridged our exports, as to bring both nearly to a par. And though the commercial balance is decreaſed, or nearly annihilated, the drain of ſpecie, by the Eaſt India company,* ſmuggling, the intereſt of public debts paid to foreigners, and remittances to abſentees; amounts to near 3,000,000l. annually, which emiſſions may

* The ſmuggling of tea hath greatly decreaſed in conſequence of lowering the duties, but the conſumption will remain the ſame, viz. from 16 to 18,000,000 of pounds weight; which the Chineſe take to the value of 300,000l. in lead and woollens, and the remainder in dollars purchaſed in Spain, for the Company, by brokers.

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be attended with very alarming conſequences, unleſs ſpeedily checked, or new ſources of commerce are opened.

Some of the negative remedies to theſe unfavourable circumſtances are now the ſubject of parliamentary diſcuſſion: others, we would gladly hope, will be brought forward in gradual ſucceſſion, while the productive ſources of a commercial balance demand an equal degree of attention. We perceive from the foregoing tables and eſtimates, that, as the Scottiſh fiſheries are the moſt valuable nurſeries for ſeamen, ſo is its trade, and its expenditures in England, the moſt beneficial to our manufactures. With ſome nations we carry on a loſing trade; from others we receive an uncertain balance; and even the tenure by which we poſſeſs our diſtant ſettlements, and the monopoly which we derive from them, are ſo extremely precarious, that it would be political inſanity to build our future proſpects upon ſuch ſpeculative ſources. Whereas, the benefits which flow from the northern part of the iſland are progreſſive and permanent: and, could we reconcile our minds to the idea of relinquiſhing a comparatively ſmall portion of revenue, the influx of ſpecie from that country "would," as Mr. Hume obſerves, "be ſufficient for the important purpoſes of feeding the circulation of the kingdom," and of a growing national wealth, admitting the balance with other countries to be upon an equality.

The income, or wealth of Scotland, whether ariſing from rural improvements, the induſtry, and temperance of the people, or its commercial balances from foreign countries, center, and ever will center, with England. The gentry of the former kingdom have moſtly trebled their rents ſince the year 1750, yet they are not wealthier than their forefathers. On the contrary, the increaſe of income, though incredibly rapid, hath not, amongſt the generality of families, correſponded with their taſte for the elegancies and the lux-

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uries of a more opulent people; inſomuch, that eſtates are conſtantly upon ſale, the old families gradually diſappear, and the landed property falls into new hands, eſpecially in the neighbourhood of trading towns. This is the natural courſe of things with thoſe orders of men. Their rents are ſpent by themſelves in England, or carried thither, circuitouſly; nor will it ever be otherwiſe with the gentry of Scotland, while London continues to be an univerſal ſtorehouſe of whatever is pleaſing to the eye and the ſenſes; the center of amuſements, affording irreſiſtible allurements for diſſipating, in a faſhionable ſtyle, the produce of their eſtates, and ſometimes more.

The inferior orders, as hath been obſerved, are equally emulous of Engliſh finery; a ſpecies of pride, which, while it ſtimulates induſtry in one kingdom, extends the manufactures of the other. Thus, the foibles of the higher, and the virtues of the lower claſſes of people in Scotland, become ſubſervient to the opulence and proſperity of England, in a very conſiderable degree. Every man, who, through unremitting labour, gains the ſmall pittance of ſeven ſhillings weekly, becomes a cuſtomer to the wealthy Engliſh farmer, clothier, or draper; beſides bringing forward a generation of new cuſtomers, by means of the excellent principles which he inſtills, and the example which he ſets before them.

We may, therefore, conſider the trade of Scotland as our principal mart, and the landed property of that kingdom as an inexhauſtible mine; from which channels flow a permanent flux of ſpecie, with this peculiar circumſtance in favour of thoſe ſources, that they require no fleets and armies, no waſte of lives, and of millions, to defend. From that country, therefore, we derive every poſſible benefit, negative and poſitive; and which, with the judicious appropriation of a ſuitable fund, will accumulate beyond conception; for it is to be remembered, that a very

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conſiderable part of the country is in a ſtate of nature; that other diſtricts admit of farther improvement; and that the manufactures and commerce of the kingdom are moſtly limited to the three navigable rivers, and a portion of the eaſtern coaſt only. When a ſpirit of trade and improvements becomes more univerſal, pervading every ſhore, and every valley of the nation; and when the elegant, riſing metropolis ſhall attract a more numerous reſort of wealthy ſtrangers, the conſequences will be proportionably great.

The good effects of vigorous meaſures, ſupported by aid of government, are boundleſs; of which the preſent century affords ſome ſtriking inſtances. Ruſſia, from an immenſe deſert, inhabited by Barbarians, and only known by name to the ſouthern ſtates of Europe, hath become inſtantaneouſly the ſeat of arts, ſcience, and literature; a general emporium of European and Aſiatic commerce; and bids fair, in another century, to equal, if not eclipſe, the moſt celebrated empires of the world.

The progreſs of the Britiſh American colonies, under the direction of their reſpective aſſemblies, aſſiſted liberally by the mother country, had no parallel in the annals of ancient or modern nations.

The preſent ſtate of Ireland, a country nearly ſimilar to Scotland in dimenſions, local ſituation, climate, and natural produce, requires on that account a more circumſtantial detail. That kingdom had been an expenſive burden to England from the time when it became ſubject to the latter nation, in the reign of Henry II. to that of Queen Elizabeth, including a period of 385 years.

" In 1573, the money which the queen had ſent to Ireland, ſince her acceſſion to the throne, anno 1558, being computed, came to 490,779l. whereas the whole produce of the revenue of Ireland, during all that time, amounted but to 120,000l." being 8000l. per annum.

" In

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"In 1641, part of the walls of Dublin fell down, which lay unrepaired for want of money, until the lords juſtices ſent the citizens 40l. to advance that ſervice. In 1644, the citizens of Dublin were numbered, and found to be 5551 proteſtants, and 2608 papiſts, in all 8159." Corke, Waterford, Belfaſt, and Limerick, were ſtill leſs conſiderable; and it is beyond a doubt that the ports of Leith, St. Andrews, or Dundee in Scotland, then carried on, and had for many ages, more foreign commerce than the whole kingdom of Ireland, as appears by an authentic liſt of the number of ſeamen, fiſhermen, and boatmen, in the latter kingdom, anno 1695, amounting to 4424 only.

Towards the commencement of the preſent century, the parliament of Ireland began to direct its attention to national improvements, and with ſuch perſeverance and ſucceſs, that the public revenue, which in queen Elizabeth's reign produced only 8000l. annually, amounted at Chriſtmas, 1784, to 1,000,000l. though the exciſes, taxes, and duties, are ſo light as ſcarcely to be felt by the inhabitants. By means of this revenue, and the patriotic national exertions, Ireland may, at this time, be conſidered both as a manufacturing and a commercial country; and promiſes to become ſoon a conſiderable emporium.

In 1697, the exports of Ireland amounted to 251,263l. In 1782, the exports of linen cloth to Great Britain were 24,692,072 yards, from 1s 3d to 1s. 6d. per yard; total value 1,646,138l. the whole exports of Ireland to Great Britain 2,699,825l. and to all the world about 3,500,000l. The balance of trade in favour of Ireland is ſuppoſed to exceed 1,000,000l. A manufactory which gives employment to 4 or 5000 perſons, in the Mancheſter branches, is eſtabliſhed near Dublin; another manufactory carries on the Glaſgow and Paiſley branches, at Dundalk. Broad

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cloth, ſilks, ribbons, poplins, and cottons, are carried on to a conſiderable extent in Ireland; the exports to America, and the Weſt-Indies, have become very conſiderable, and are daily increaſing.

The increaſe and ſplendour of Dublin correſpond with the growing wealth of the nation. That metropolis contains above 100,000 inhabitants; it is ten miles in circumference, and its new ſtreets are commodious, and ſingularly elegant. The public buildings lately erected, and now erecting, have a ſolidity and grandeur ſcarcely inferior to the ſtructures of antiquity; and it is the peculiar felicity of Ireland, that every corner of the kingdom proclaims the magnificent taſte of its ſenate.*

If

* *Commercial Advantages and Privileges enjoyed by Ireland compared with the preſent State of Scotland.*

In Ireland, the trade, manufactures, commerce, agriculture, inland navigation, harbours, charity ſchools, public buildings, and other objects of national benefit, are vigorouſly ſupported by parliamentary grants from 50,000l. to 100,000l. annually.

Ireland hath alſo three national ſocieties, compoſed of the nobility, dignified clergy, gentry, and principal traders, endowed with revenues, amounting in the whole to 30,000l. or 40,000l. annually, which are diſtributed in bounties, premiums, and rewards, for the encouragement of fiſheries, manufactures, the fine arts, and ingenious men.

Ireland hath a public revenue of 1,000,000l. which is moſtly ſpent within that kingdom.

Coals exported from Scotland to Ireland pay a duty of 1s. 1d. per chaldron.

Scotland hath little or no national revenue, and, conſequently, no public works have been erected in that kingdom, at the public expence, ſince the union of the two crowns in 1603. Some military roads and fortifications have been formed or erected for the purpoſes of government.

Scotland hath three national or public ſocieties, whoſe conjunct revenues do not amount to 7000l annually; a ſum which would ſerve to embelliſh or improve a country town, but is far inadequate to the great purpoſes of national improvement.

Scotland, having no ſeparate revenue, is thereby deprived of the benefit of circulation within itſelf.

Coals carried coaſt-ways from one part of Scotland to another, or from England, pay a duty of 5s. 4d. per chaldron.

Rock

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If ſuch hath been the rapid tranſition from ignorance, ſloth, and extreme penury, to opulence, ſplendour, and national importance, in leſs than 90 years; what may not be expected from a civilized, induſtrious people, were they equally exempted from certain burdens of no great importance to government, and ſupported by adequate funds operating in every department, and amongſt all denominations, from the fiſherman and aged ſpinſter, to the counting houſe of exports and imports? The education, ſober manners, and domeſtic turn of thoſe people, qualify them moſt eminently for meeting government half way in every beneficial meaſure; and no period ſince the union required more vigorous efforts, on both ſides.

The loſs of the excluſive trade of America, the impediments to commerce, in conſequence of a ſeven years war, the capture of 313 veſſels, many of them richly loaded, and the non-payment of the American

Rock ſalt is permitted to be exported from England to Ireland; and, duty free.

A bounty of five per cent. is given by the Iriſh parliament on gauzes, lawns, &c. manufactured in that kingdom for inland conſumption—and eight and a half per cent. on exportation.

All manufactures in Ireland are exempted from exciſe or duties.

Taxes are low in Ireland, particularly on ſalt, candles, leather, ſoap; and all Engliſh and India goods exported to Ireland, have a drawback of the exciſe and duties.

Scotland is not permitted to import rock ſalt from England.

No bounty is allowed in Scotland upon manufactures, fabricated in that kingdom for inland conſumption.

All manufactures in Scotland, linen excepted, are ſubject to duties from 20 to 40 per cent. including the duties upon the importation of the raw materials.

Taxes are high in Scotland, particularly on ſalt, candles, leather, ſoap, &c. and theſe, in their operation, may be conſidered as additional burdens on the above-mentioned impoſts. No drawback is allowed on goods exported to Scotland.

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debts, checked the progreſs of the weſtern parts, and reduced many families from affluent circumſtances to the verge of bankruptcy. The almoſt inſurmountable difficulties of the working people, in conſequence of frequent bad ſeaſons, and the ſucceſſive high prices of grain, attended, at the ſame time, with accumulating exciſes and taxes upon trade and the neceſſaries of life, have filled the whole kingdom with murmurs, and ſeem to threaten a decreaſe or removal of various manufactures, which ſerved as a ſubſtitute for ſpecie, from thence to England, that article being drained from Scotland by other channels. The general decay of the fiſheries, and the very injudicious impediments to that important branch, as enumerated in the ſubſequent detail, are objects alſo of the moſt ſerious concern.

Equally alarming is the late decreaſe of exports to foreign countries, and the conſequent increaſe of an unfavourable balance, of which the following is an authentic ſtatement:

In 1770, the balance in favour of Scotland had arrived at ——	£. 514,556
1780, it fell to —— ——	99,315
1781, it was againſt Scotland	34,761
1782, ditto	155,313

And it ought to be obſerved, that, whether the commercial balance be in favour or againſt that kingdom, there is, and ever muſt be, a drain of ſpecie for grain and meal, amounting to 300,000l. annually, upon an average of years; which, with the balance to England, the remittances of taxes, rents, and other expenditures, as herein ſtated, forms an aggregate, far beyond the unaſſiſted exertions of Scotland to ſupport for a permanency of time. The conſequences of a loſing trade with foreign nations will be a proportionate decreaſe of imports from England, and of the balance in favour of that kingdom. Of the produce and manufactures of Great Britain exported

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ported from Glaſgow previous to the American war, three-fourths were from England. The exports of that city being now reduced, the commiſſions to England are proportionably abridged.

Upon the whole, the intereſt of Scotland is in every poſſible reſpect the intereſt of England; and, ſuch is their relative ſituation and mutual dependence, that as they are united by nature, ſo ought they to be unalterably conſolidated in one common intereſt, for they will riſe or fall together.

Therefore, after contemplating the ſubject in every point of view; the diſtreſſes under which Scotland labours from ſoil and climate; its great diſtance from the ſeat of government; its having no invigorating national aſſembly within itſelf; no adequate funds for the great purpoſes of general improvements: in conſideration alſo of the loſs of America; the transfer of Weſt India trade to Ireland; the drain of ſpecie by the nobility and gentry, and other objects as ſtated in theſe pages; the moſt efficacious means of ſupporting that country, and of promoting the general proſperity of Great Britain, would be, I humbly conceive, to aboliſh all taxes, duties, and exciſes in Scotland, the land-tax excepted; and, inſtead thereof, to ſubſtitute ſuch duties only, as ſhall ſeem neceſſary for the regulation of trade and commerce between both kingdoms; the produce of which duties, together with the land-tax, to be veſted in the board of truſtees at Edinburgh, and to be by them applied, unalienably, to the improvement of Scotland, the encouragement of the fiſheries, manufactures, and other ſalutary purpoſes, as ſhall from time to time appear conducive to the proſperity of the kingdom, and the happineſs of the people.

And, it is further ſubmitted to conſideration, whether the board of truſtees, conſiſting at preſent of 21 members only, ſhould not be eſtabliſhed upon

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upon a wider baſis; and to include, for the time being, the whole body of the nobility of Scotland, the lords of ſeſſion, barons of exchequer, the crown lawyers, the miniſters, profeſſors, and magiſtrates of Edinburgh. In order ſtill further to combine the national force in one reſpectable eſtabliſhment, it is ſubmitted to conſideration, whether it would not be proper to conſolidate this board and the convention of the royal boroughs; the whole conſtituting a *Board, or College of Commerce, Manufactures, Fiſheries, and Improvements*, entruſted with ſuch powers as government ſhall deem expedient.

An inſtitution thus compoſed of perſons of the firſt eminence,* would reſtore public ſpirit among the higher orders, call forth the exertion of mental powers, encourage general induſtry, revive the drooping mind, and gladden every heart. Each individual would find employment, and comfortable ſubſiſtence for his family; tumults, murmurings, and emigration, would ceaſe or abate; gratitude to majeſty, and an enlightened government, would pervade thekingdom, and its moſt diſtant iſlands.

Were further arguments neceſſary to enforce the expediency of theſe propoſitions, it might be obſerved, that the revenue of Scotland, though burthenſome to the people, is comparatively ſo very inconſiderable to that of England, that, were the pen drawn through every item of it, the deficiency in the eſtimate of ways and means would ſcarcely be obſervable; while the advantages, which would flow into England by the various channels which have been enumerated, would exceed credibility.

* Of ſuch deſcriptions of men are compoſed the national Societies eſtabliſhed in Ireland, Denmark, France, Spain, (called *the friends of their country)* and other European ſtates.

Such

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Such was the main argument of the American colonies, ſo late as the year 1776. They contended, that the magnitude of their imports from the mother country included within it, a productive revenue, and a profitable commerce, centering in Great Britain. The ſame reaſoning is applicable to Scotland. Exempt us, ſay they, from inſupportable reſtraints on trade; from exciſes on our infant manufactures, and the neceſſaries of life; reduce the expenſive burden of revenue officers, and you will gain ten-fold, by means of the profits of our induſtry, which will ultimately circulate in your manufacturing towns; and, by the revenue, upon your goods, which we conſume. But ſhould we, after thus contributing to your opulence and ſplendour, be deprived of every fourth candle, every fourth pound of ſoap, and buſhel of ſalt, we ſhall neither be able to weave nor bleach; our aged parents will languiſh through cold or famine; and the young men, who promiſed to become beneficial cuſtomers, will fly indignantly beyond the ſeas; and thus be loſt to their families, to their country, and to you.

Conſider, we beſeech you, whether a people labouring under every poſſible diſadvantage, natural and political; of whom two-thirds live, or rather exiſt, upon meal, potatoes, vegetables, and buttermilk, be proper objects whereon to lay, with the ſame indiſcriminate hand, the burdens of your ruinous wars, in which they had no concern, and from which they could derive no advantage. Conſider whether a bleak, narrow country, compoſed in general of rock, heath, or ſand; whoſe commercial balance of late with foreign nations, and at all times with you, hath been unfavourable, can ever produce an efficient permanent revenue, without manifold hazards and loſſes in the experiment.

So completely drained is that kingdom of its ſpecie

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ſpecie by England, that though, at the time of the union, the circulation amounted to nearly 1,000,000l. ſterling, the whole currency of the kingdom hath not for many years exceeded 200,000l. and even that trifling ſum is purchaſed in England for the purpoſe of ſupporting the circulation of the Scottiſh banks, at an expence of 4000l. per annum; nor can it be otherwiſe in a country where London bills often ſell at a premium of two per cent.

Upon the re-coinage ſome years ago, the ſpecie of Great Britain and Ireland was found to be nearly as follows, viz:

In England — —	£. 18,000,000
Ireland — —	1,600,000
Scotland — —	200,000
	19,800,000

And ſo unproductive is the revenue of that country, that the annual exciſes, upon an average of 3 years, ending in 1773, raiſed only £. 95,229
The cuſtoms in ditto — — 68,369

Net amount (excluſive of the land-tax), in the collecting of which, the people were burdened with the further expence of — — —	163,598 43,253

Thus the country paid above one-fourth more than was received at the exchequer; and it is certain that many of the taxes ſcarcely defray the expence in collecting them. The exciſes have, however, increaſed conſiderably ſince 1773; and ſome writers, unacquainted with the abilities of the country, or inattentive to the fallacious cauſes of that increaſe, exult on the imaginary flouriſhing ſtate of the kingdom, and the progreſſive revenue which may be expected to flow therefrom.

That this increaſe is derived from impolitic ſources, every

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every reader will readily allow, when informed, that it ariſes chiefly from additional duties on ſalt, ſoap, printed cloths, muſlins, lawns, and other articles highly prejudicial to infant manufactures; alſo from diſtilleries, which ought to be aboliſhed in a kingdom that depends upon other nations for daily ſupport in meal and grain.

The cuſtoms have likewiſe increaſed ſince the war, on a variety of articles, a great part of which it would however be expedient to reduce or abandon.

Moſt certain it is, that nature hath put a negative againſt productive revenue and extenſive agriculture in that kingdom; endowing it, however, by means of other channels, with the ſources of beneficial, active buſineſs. Were government, therefore, to follow this unerring guide, to co-operate with it in the great lines of political adminiſtration, and to conſider Scotland, not as an object of revenue, but of trade, the following eſtimates will ſhow the prodigious advantages that muſt flow to England from the propoſitions before ſtated.

Admitting 200,000l. annually to be the utmoſt extent of net revenue in Scotland, and alſo the given ſum for its improvement; the progreſſive increaſe of population, naval ſtrength, imports from England, and the influx of ſpecie to that kingdom, would, we conjecture, from the above-mentioned circumſtances, be found at the end of fifty years as follows:

We ſhall ſtate the population in 1784 at	1,300,000;	and in 1834 at	3,000,000
The men employed in all the fiſheries in the beſt years	15,000	—— ditto	50,000

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The imports from England, as they ſtood before the American war, nearly	£. 2,000,000	In 1834 *4,000,000	
Rents, &c. ſpent in England by Scotſmen	£. 600,000	ditto	1,000,000

Whereas 10,000,000l. the accumulated amount of the above-ſtated 200,000l. excluſive of intereſt for a period of fifty years, would be exhauſted in twelve months, if expended agreeably to the old ſyſtem, in deſtructive war. Such would be the oppoſite effects in the operation of the ſame ſpecific ſum, circulating within our own iſland, upon the arts of peace; or laviſhed amongſt diſtant regions, in the proſecution of imaginary glory, external dominion, and fallacious channels of commercial monopoly.

Unhappily, the preſent ſituation of government affords no flattering proſpect that any arguments tending, in the ſmalleſt degree, to the abridgment of the national finances, will produce the deſired effect: a deduction of facts, a ſtatement of poſitive grievances, and the expediency of redreſſing them, may, however, excite the attention of ſome readers towards a people, whoſe life is one continued ſtruggle, and whoſe patience is nearly exhauſted.

Suppoſing, therefore, that government ſhould not be inclined to delegate the internal affairs of Scotland in the manner now ſuggeſted; but deſirous, at the ſame time, to give every poſſible relief conſiſtent

* This ſuppoſition is ſtrongly ſupported by a comparative view of the exports to Scotland, between the years 1697, and the union in 1707, which, upon an average, amounted only to 65,345l. annually. From this it appears, that the exports between 1707 and 1775, have increaſed thirty-fold. And, it may be ſuppoſed that the money ſpent by Scottiſh nobility and gentry reſiding in England, within the ſame period, hath increaſed in the proportion of five to one.

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with the abilities of the ſtate; in that caſe, a general reviſal of the civil policy of the kingdom, though leſs efficacious than the former propoſal, would be productive of eſſential benefits to every claſs of people.

For this purpoſe a committee of enquiry might be appointed, from the convention of the royal boroughs, to take into conſideration the ſtate of the kingdom, beginning with thoſe objects which require immediate notice, as the fiſheries, inland navigation, harbours, and public roads *; the linen and cotton manufactures in all their branches; the unproductive exciſes or duties, which it would be expedient to aboliſh, and the regulation of taxes partially impoſed on that part of the united kingdom.

It would require a whole volume to enumerate, bring forward, and explain the various objects which await the attention of a committee thus appointed; and, as public ſpirit begins to revive amongſt the inhabitants of North Britain, we entertain a hope that this ſeaſon of peace will be appropriated to theſe great purpoſes. We are the more confident in theſe expectations, from the conſideration that the age is more enlightened reſpecting the relative operations and effects of commerce. Writers of the firſt abilities have lately exploded that contracted ſyſtem which impoveriſhed the diſtant branches, to aggrandize and enrich the center: and, if we may judge from the great conceſſions made to Ireland, it would ſeem, that government hath happily adopted the ſame generous ſentiments. A conſcientious regard to the common rights of mankind knows no diſtinction of country, or local ſituation: neither is it politic. From favours partially conferred, or burdens injudiciouſly impoſed, ariſe commotions, revolt, and civil war; while an equal diffuſion of benefits, protection,

* See an Addreſs to the Convention of the Royal Boroughs on the above-mentioned ſubjects, page 641.

or

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or redreſs, ſuited to caſes and circumſtances, is government founded on the ſure baſis of philoſophy, and political wiſdom; principles inſeparably connected, by the Ruler of the univerſe, for the benevolent purpoſe of uniting all the various parts of empire in one common intereſt.

The half-ſtarved Highlander, inured to the inclement ſeaſons, and barren heaths of the 58th degree, is an improper object of taxation; but he ſupplies his country, and its ſugar iſlands, with fiſh; takes upon him the toils of war; repoſes himſelf, after the fatigues of the day, upon a bed of ſnow; and is always prepared to renew the march, or the attack, with freſh vigour. While, on the other hand, the opulent citizen of the 51ſt degree, is unqualified for ſuch exerciſes; but he contributes liberally to the revenue, ſupplies the ways and means, ſupports the credit of the ſtate, and the honour of the nation. Thus every denomination of ſubjects furniſh their quota to the general ſtock of commerce, revenue, ſtrength, or defence, and have an equal claim to the notice of government.

Having thus attempted to ſtate the relative ſituation of the various branches which compoſe the Britiſh empire in general, and the two Britiſh kingdoms in particular, with a view to that ſyſtem of policy which ſeems to be the moſt equitable, and moſt conducive to the benefit and ſecurity of the whole; I ſhall cloſe this part of the ſubject in the words of certain writers, whoſe diſtinguiſhed reputation, unanimity of ſentiment, and thorough knowledge of the true intereſt of their country, fully eſtabliſh the poſitions which I have been endeavouring to enforce.

Mr. Arthur Young. "Had the millions, and tens of millions, which have been expended on the original ſettlement and ſubſequent protection of the colonies, been laid out on the melioration of England,

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land, this kingdom would have had at preſent double the quantity of cultivated lands, and double the number of uſeful inhabitants.

Dean Tucker. "Suffice it to obſerve, that the wars of Europe for theſe 200 years laſt paſt, by the confeſſion of all parties, have really ended in the advantage of none, but to the manifeſt detriment of them all: ſuffice it further to remark, that had each of the contending powers employed their ſubjects in cultivating and improving ſuch lands as were clear of all diſputed titles, inſtead of aiming at more extended poſſeſſions, they had conſulted both their own and their people's greatneſs, much more efficaciouſly than all the victories of a Cæſar, or an Alexander."

The Dean, after enumerating the true principles and real cauſes of our increaſe of trade ſince the revolution, proceeds thus:—"Now all theſe things co-operating together, would render any country rich and flouriſhing, whether it had colonies or not: and this country in particular would have found the happy effects of them to a much greater degree than it now doth, were they not counteracted by our luxury, our gambling, our frequent ruinous and expenſive wars, our colony-drains, and by that ill-gotten, and ill-ſpent wealth, which was obtained by robbing, plundering, and ſtarving the poor defenceleſs natives of the Eaſt-Indies. A ſpecies of villainy this, for which the Engliſh language had not a name, 'till it adopted the word *nabobing*."

Lord Sheffield. "Fiſheries, coaſting trade, and northern voyages, produce hardy and intrepid ſeamen; African and Indian voyages deſtroy many, and debilitate more.

"It ſhould never be the policy of England to give a particular encouragement to ſedentary fiſheries, at the diſtance of 3000 miles, as they inter-

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fere ſo much with the fiſheries carried on from the coaſts of Great Britain and Ireland.

" The fiſh from New-England, and the country adjacent, cannot be put in competition with the herrings ſent in great quantities from Scotland and Ireland; nor ſhould any regulation be made likely to affect this nurſery for ſeamen, *which may be greatly increaſed with proper attention.*

" If any thing like policy is preſerved in this nation, we ſhall have ſhip-building in every port and creek of Britain and Ireland, *by the encouragement which we ought to give every fiſhery, and to every art connected with navigation.*

" Nothing can be more impolitic, at leaſt in a commercial nation, than a fondneſs for foreign dominions, and a propenſity to encourage diſtant colonization, rather than to promote domeſtic induſtry and population at home. The internal trade of Great Britain is much greater than its external commerce. The beſt cuſtomers of the manufacturers of Britain are the people of Britain.

" Europe has been long wild and extravagant in looking towards America for every thing; fortunately for France, ſhe failed there, but in her purſuits loſt more glory than ſhe had attained elſewhere during a century. Spain has been impoveriſhed, and is much reduced below what ſhe was before ſhe ſuffered from her American deluſions. England ſurvives; and it is to be hoped will ſurvive her American misfortunes; that ſhe will learn wiſdom from what has happened; and that ſhe will no longer ſquander her riches heedleſsly at a diſtance, and out of her reach. *Britain may have the good fortune to ſee her fiſheries* ſurpaſs *thoſe of the reſt of the world, and to raiſe five ſeamen of the beſt and hardieſt kind for one ſhe does now.*"

The Biſhop of Landaff having, in his ſermon before the houſe of lords, put the moſt favourable conſtruction upon the preſent ſtate of public affairs,

ſums

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ſums up the whole, in the following muſical language.

" But great and happy as we are, there is much room left for thoſe whom it may concern to make the attempt of making us greater and happier: and we ſincerely pray to God that all parties may be diſpoſed to do this, not by ſacrificing public confidence to private animoſity; the ſtability of government, to ſelfiſh or ambitious ſtruggles for power; not by indulging a proud propenſity to embrace the firſt favourable opportunity of regaining our glory, as it is called, by the renewal of war; not by proſecuting unjuſt views of commercial monopoly, or territorial conqueſt, in diſtant countries; *but by taking the moſt prudent meaſures

* " I wiſh," ſays the Biſhop, " I could conſider our acquiſitions in Aſia as compenſating our loſſes in America; but they have been obtained, I fear, by unjuſt force, and on that account I cannot think that they will be uſeful to us. It requires little political ſagacity to foretell, that the natives will pay their tribute with reluctance; that it will be expended in the maintenance of the ſtanding army by which it muſt be collected; that our enemies in Europe, jealous of the reſources which we ſhall ſtand a chance of deriving from Aſia, will endeavour to counteract all our projects of intereſt and ambition, and to make that country another America to this nation."

The Eaſt India company hath ever been obnoxious to the people of this kingdom; inſomuch, that in the reign of king William, petitions were preſented from various parts of the country for its diſſolution. The houſe of commons alſo addreſſed the king to the ſame purpoſe; but, ſays a hiſtorian on that period, " thoſe who had been the moſt warm in detecting abuſes, ſuddenly cooled; and the proſecution of the affair began to languiſh."

The abuſes of the company's ſervants in latter times are well known, but ſtill it is contended,

1. " That the India trade is a valuable nurſery for ſeamen."—To this propoſition it hath already been obſerved, that theſe very diſtant and ſultry voyages are the deſtroyers of that claſs of men.

2. " The trade to India is the grand channel of Engliſh commerce, and will enrich the kingdom by the magnitude of its exports and imports."—The exports to India, till we became poſſeſſed of the territorial revenue of that country, conſiſted chiefly

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ſures at home, to heal our diviſions, and amend our morals; for the ſtrength, foreign and domeſtic, of every nation upon earth, muſt ultimately, under God,

of ſpecie, for the purpoſe of completing the inveſtments or cargoes ſent from thence to England.

3. "The Eaſt India trade produces a conſiderable revenue, and is conſequently a great ſupport to the ſtate." This is the charm which hath long influenced the Britiſh councils, and from which we may partly trace the diſmemberment of our empire, and the preſent embarraſſed ſituation of the kingdom. It is well known that the cargoes of tea ſent to America, with a view to ſerve the India company, and clogged with a duty of three pence per pound, renewed thoſe commotions which terminated in the loſs of that empire. For this alſo, we permit the company to pour into theſe kingdoms whole cargoes of muſlins, callicoes, dimities, ſhawls, nankeen, ſilk handkerchiefs, china ware, and other Aſiatic manufactures, to the great injury of our merchants and traders, and by which thouſands of ingenious artiſts, with their wives and children, thus deprived of their natural right, are drove into workhouſes and to foreign countries. Neither are the public benefited in the article of revenue, to the amount ſtated in the official papers. The India manufactures being exported from London to Ireland, upon a large drawback, it hath long been the practice of certain perſons, to re-ſhip quantities of India goods in empty colliers for England; from whence they have been exported a ſecond time upon the drawback; brought back as before, and ſhipped a third time in like manner. As the ſame practices may have been committed in the exports to other countries, though not to the ſame extent, or with the ſame facility as between Great Britain and Ireland, we may ſuppoſe that the public have been thus robbed to a very conſiderable amount annually.

It hath been alſo aſſerted by our manufacturers, that the Britiſh India company ſupplies Germany, France, and particularly Switzerland, in calicoes; which thoſe nations print and import into Great Britain, being enabled thereto, by the drawback on the firſt purchaſe, ſaving of the exciſe, and cheapneſs of proviſions and labour. The Iriſh have the ſame advantages over Great Britain; and thoſe obſtructions will drive men of property out of the trade, or into the foreign trade; thereby diverting their capital from a ſafe and commodious trade at home, beneficial to themſelves and their country, to a circuitous, a difficult, and a precarious trade abroad. And, ſay they, it is notorious, that when a manufacturer goes to London, and offers his goods to the warehouſekeepers, the latter immediately turn over goods of India fabric, and alſo of France, Germany, and Switzerland, which they purchaſe at pleaſure from the agents of thoſe countries, on eaſier

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God, depend on the union, and on the number of its inhabitants, and its happineſs on their VIRTUE."

eaſier terms than the Britiſh manufactures, burdened with high duties, can be ſold at. It hath alſo been alledged by many, that the heavy exciſes laid, time after time, upon Britiſh printed cottons, and linens, originate in Leadenhall-ſtreet.

Admitting this to be a groundleſs ſurmiſe, it is, however, beyond a doubt, that our Oriental connections have, in a general view, proved extremely prejudicial to the honour and intereſt of this nation. And it would ſeem, that the only means whereby that country may be rendered really and permanently ſerviceable to government and the community, would be, to regulate its commerce, and abridge the imports of all manufactures, of whatever denomination, which interfere with thoſe of Great Britain; while the raw materials, and other articles, the natural produce of Aſia, as indigo, ſilk, ſaltpetre, ſpices, drugs, tea, and diamonds, would ſtill enable the company to carry on a reſpectable, ſure, and profitable trade, and to reſtore their credit and their honour, without prejudice to India, or their native country.

Our cottons and porcelain now equal, if they do not exceed thoſe of India and China in beauty, and have fallen greatly in their prices. The genuine nankeen produced in the province of that name, and no where elſe, being found inſufficient to anſwer the great demands from England, the politic Chineſe in other provinces, now manufacture an inferior kind, which, though ſcarcely worth bringing home, we purchaſe to a great amount, and chiefly with ſpecie.

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A VIEW

OF

THE HIGHLANDS,

INCLUDING THE

HEBRIDE, ORKNEY, AND SHETLAND ISLANDS.

Diviſions and Face of the Country.

SCOTLAND admits of two grand diviſions, the Lowlands and the Highlands.

The firſt diviſion comprehends the countries ſouthward of the Forth, with the eaſtern coaſt, as far north as Inverneſs. In this diviſion the language, manners, and dreſs of the people, are nearly the ſame as in England. This is alſo the moſt fertile and improved part of the kingdom, wherein are ſituated the towns of any note; the ſeats of manufactures, commerce, and navigation, as before deſcribed.

The ſecond diviſion remains to be conſidered; it comprehends the weſt ſide of the kingdom, from Cantire to the Pentland Firth, with the Hebride Iſles; alſo the interior parts of Scotland, from the Firth of Clyde, Loch Lomond, and Loch Tay northward; and here the people ſpeak the Erſe or Gaulic language, dreſs in the antient Roman manner, and have, till of late years, lived almoſt in a ſtate of nature.

The face of the country, in this diviſion, exhibits one great maſs of rugged mountains, appearing in

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all manner of directions, covered on the ſides with heath or natural woods, and on the higheſt ſummits with everlaſting ſnow. Theſe mountains are ſeparated from each other by vallies, ſtraths, or glens; and, in ſome places, by narrow deep chaſms, darkened with timber, through which the united tributary ſtreams of the ſurrounding mountains roll, with great impetuoſity, till they vent themſelves in ſome inland lake; but more frequently in the capacious bays formed by the Atlantic, on one ſide; or the Britiſh ſea, on the other ſide of the iſland.

The Hebrides, or Weſtern iſles, are about 300 in number, above 40 of which are inhabited. In extent collectively, they are nearly equal to Wales; they cover almoſt the whole weſtern coaſt of Scotland, and contained in 1763, above 48,000 people. The language, manners, dreſs, and face of the country, are ſimilar to thoſe of the oppoſite coaſt of the continent, but the timber hath been completely exhauſted.

Names of the principal Iſlands.	Suppoſed Number of People.	Produce, excluſive of grain, hemp, flax, roots, cattle, ſheep, fiſh, fowl, and kelp.
*Ilay	7000	Lead, and ſome ſilver; copper, iron-ore, marle, lime-ſtone and ſhell ſand.
Jura	1200	Iron-ore and ſlate.
*Tirey	1700	Fine marble, and flint ſtones.
Col	1000	
Mull	5000	An appearance of coal on the ſouth ſide.
*Liſmore	1500	Compoſed entirely of lime-ſtone.
Sky	15,000	Fine variegated marble, free-ſtone, lime-ſtone, marle, coal, iron-ore, clays for earthen ware, and corkir for dying a crimſon colour.
Raſay	900	Freeſtone.

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Lewis *Harris *North Uiſt Benbecula *South Uiſt Barra Waterſay Biſhops Iſles	12,000	Marble, fine red clay, coral and coralline.

The ſtars denote thoſe iſlands which are the moſt fertile.

A great number of ſmall iſles lie on both ſides of the Long Iſland; but they are little known, except to the proprietors.

Theſe iſlands form a chain nearly 140 miles in length from north to ſouth. They lie from 34 to 57 miles due weſt from the mainland of Scotland. The channels by which they are ſeparated, at low water, are ſo ſhallow as to give them the appearance of one iſland, and from this circumſtance, they are uſually called the *Long Iſland.* Their ſhores are one continued fiſhery, and their commodious bays * give ſhelter to the ſhipping of all nations who navigate theſe northern ſeas.

The leſſer iſlands, which lie between the Long Iſland and the mainland, are chiefly,

Colonſa, Rum, Canay, Scalpa, and Rona.

The celebrated Icolmkill and Staffa, on the coaſt of Mull.

Kerrera, Eſdale, Seil, Lung, Shuna, &c. on the coaſt of Argyleſhire, and abounding in ſlate; alſo the iſle of Giga, near Cantire.

Beſides the above-mentioned Hebride iſlands, lying beyond the Peninſula of Cantire, there are ſeveral iſlands on this ſide of the Peninſula, within the Firth of Clyde, which may be called the *Little He-*

* Particularly thoſe on the eaſtern ſide, which penetrate between the openings of a lofty ſhore of rock. The weſt ſide is in general a ſandy level, where the ocean hath made, and is ſtill making, great depredations. It hath gained four miles upon South Uiſt, as appears by the remains of buildings now overwhelmed with water. Perſons of the laſt age, remembered to have fiſhed from the windows of a church which is now at the diſtance of two miles from the land.

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brides, viz. Arran, Bute, the two Cumbras, Lamlaſh, Sanda, and the remarkable Craig of Ailſa; the whole inhabited by about 12,000 people, who are admirably qualified for the fiſheries, and all the branches belonging thereto.

The Diſtreſſes of the Highlands.

Such being the natural ſtate of the Highlands, the only parts capable of agriculture are the vallies or glens around the baſes of the mountains; and theſe vallies having the ſun for a few hours only, vegetation advances ſlowly, and the harveſts are always late. The climate is equally diſcouraging to the purpoſes of huſbandry. The ſpring is bleak and piercing; the ſummer is cold and ſhort; the autumn, from the beginning of Auguſt, deluged with rains; the winter long and tempeſtuous. During the latter ſeaſon, the people are cut off from all communication with the Low Countries, by deep beds of ſnow, impaſſible torrents, pathleſs mountains and moraſſes on the one ſide; by long and impracticable navigations on the other.

To theſe accumulated diſcouragements of nature, are added the oppreſſions and ill-judged policy of many proprietors of thoſe ſterile lands, far beyond their natural value, were they even in hands more capable to improve them. Where both ſoil and climate conſpire againſt the raiſing of grain in any conſiderable quantity, and where there are no markets, poſſibly within the diſtance of fifty miles, for the ſale of corn and the leſſer articles of huſbandry, the farmer turns his attention chiefly to the grazing of a few cattle and ſheep, as the means whereby he expects to pay his rent, and ſupport his family. If, therefore, his farm hath been raiſed at the rate of 300 per cent. while the price of cattle hath ſcarcely advanced 100, this method of improving eſtates, as the proprietors term it, furniſhes a high-ſounding rent roll, extremely pleaſing to human vanity, but which

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hath hitherto proved fallacious and humiliating, to all thoſe who have perſevered in the cruel experiment.

Upon the whole, the ſituation of theſe people, inhabitants of Britain, is ſuch as no language can deſcribe, or fancy conceive. If, with great labour and fatigue,* the farmer raiſes a ſlender crop of oats and barley, the autumnal rains often baffle his utmoſt efforts, and fruſtrate all his expectations; and inſtead of being able to pay an exorbitant rent, he ſees his family in danger of periſhing during the enſuing winter, when he is precluded from any poſſibility of aſſiſtance elſewhere.

Nor are his cattle in a better ſituation: in ſummer they pick up a ſcanty ſupport amongſt the moraſſes, or heathy mountains; but in winter, when the grounds are covered with ſnow, and when the naked wilds afford neither ſhelter nor ſubſiſtence, the few cows, ſmall, lean, and ready to drop down through want of paſture, are brought into the hut where the family reſides, and frequently ſhare with them the ſmall ſtock of meal which hath been purchaſed, or raiſed, for the family only; while the cattle thus ſuſtained, are bled, occaſionally, to afford nouriſhment for the children, after it hath been boiled, or made into cakes.

* This deſcription alludes to the country in general, and admits of exceptions, in regard to the ſoil of the vallies, and ſome of the iſlands and ſhores, as ſhall be ſpecified more fully in another place.

Inſtead of the plough, the farmers, in many parts, uſe the ſpade, partly through neceſſity, ariſing from the irregularity of the ſurface, and partly from ancient cuſtom. The rainy ſeaſon commences about the firſt of Auguſt, and continues, with little intermiſſion, till November. When, therefore, the corn is cut down, which is performed by hooks, a number of ſheaves are piled together, and thatched on the top. In the firſt interval from rain, the thatch is taken off; and the ſheaves, if dry, are carried to the barn. This laborious work is repeated until the whole crop hath been thus ſecured. Againſt all inconveniencies ariſing from rains, the duke of Argyle hath erected a very extenſive, and lofty building, with open floors, and other vents, to dry the corn immediately after it is cut down; and which, at the ſame time, prevents the ſtraw from heating. Other gentlemen have adopted the ſame plan, though on a ſmaller ſcale, and was this very neceſſary improvement more general in that country, ſome thouſand bolls might be ſaved annually, to the diſtreſſed farmers.

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The ſheep, being left upon the open heaths, ſeek to ſhelter themſelves from the inclemency of the weather amongſt the hollows upon the lee-ſide of the mountains; and here they are frequently buried under the ſnow, for ſeveral weeks together, and in ſevere ſeaſons during two months or upwards. They eat their own and each other's wool, and hold out wonderfully under cold and hunger; but even in moderate winters, a conſiderable number are generally found dead after the ſnow hath diſappeared, and in rigorous ſeaſons few or none are left alive.*

Meanwhile the ſteward, hard preſſed by letters from the gaming houſe, or Newmarket; demands the rent in a tone which makes no great allowance for unpropitious ſeaſons, the death of cattle, and other accidental misfortunes;—his honour's wants muſt at any rate be ſupplied, the bills muſt be duly negotiated.

Such is the ſtate of farming, if it may be ſo called, throughout the interior parts of the Highlands; but as that country hath an extenſive coaſt, and many iſlands, it may be ſuppoſed that the inhabitants of thoſe ſhores enjoy all the benefits of their maritime ſituation. This, however, is not the caſe: thoſe gifts of nature, which in any other commercial kingdom would have been rendered ſubſervient to the moſt valuable purpoſes, are in Scotland loſt, or nearly ſo, to the poor natives, and the public. The only difference, therefore, between the inhabitants of the interior parts, and thoſe of the more diſtant coaſt, conſiſts in this; that the latter, with the labours of the field, have to encounter, alternately, the dangers of the ocean, and all the fatigues of navigation.

To the diſtreſſing circumſtances at home, as ſtated above, new difficulties and toils await the

* In the north of England the farmers diſcover the ſheep, when under the ſnow, by means of ſpaniels, who upon coming to the ſpot where the ſheep are buried, ſcrape the ſnow with their feet.

devoted

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devoted farmer when abroad. He leaves his family at the commencement of the winter fiſhery in October, accompanied by his ſons, brothers, and frequently an aged parent, and embarks on board a ſmall open boat,* in queſt of the herrings, with no other proviſions than oatmeal, potatoes, and freſh water; no other bedding than heath, twigs, or ſtraw; the covering, if any, an old blanket, plaid or great coat. Thus provided, he ſearches from bay to bay, through turbulent ſeas, frequently for ſeveral weeks together, before the ſhoals of herrings are diſcovered. The glad tidings ſerve to vary, but not to diminiſh, his fatigues. Unremitting nightly labour (the time when the herrings are taken), pinching cold winds, heavy ſeas, ſhores covered with ſnow or deluged with rains, contribute towards filling up the meaſure of his diſtreſſes; while, to men of ſuch exquiſite feelings as the Highlanders generally poſſeſs, the ſcene which awaits him at home does it moſt effectually.

Having realized a little money amongſt country purchaſers, he returns with the remainder of his capture, through a long navigation, frequently amidſt unceaſing hurricanes, not to a comfortable home and a cheerful family, but to a hut compoſed of turf, without windows, doors, or chimney, environed with ſnow, and almoſt hid from the eye by its great depth. Upon entering this ſolitary manſion, he frequently finds a part of his family, lying upon heath or ſtraw, languiſhing through want, or epidemical diſeaſe; while the few ſurviving cows, which poſſeſs the other end of the cottage, inſtead of furniſhing further ſupplies of milk and blood,

* Theſe boats are clinker built, of Highland timber, with one maſt, and a ſquare ſail, the expence of the whole from 20 to 25l. They ſail well, and will ſtand a high ſea, when the buſſes are obliged to go under a double reefed main ſail.

demand

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demand his immediate attention to keep them in exiſtence.

The ſeaſon now approaches when he is again to delve and labour the ground, on the ſame ſlender proſpect of a plentiful crop, or a dry harveſt. The cattle which have ſurvived the famine of the winter, are turned out to the mountains; and, having put his domeſtic affairs into the beſt ſituation which a train of accumulated misfortunes admits of, he reſumes the oar, either in ſearch of the ſummer herring, or white fiſhery. If ſucceſsful in the latter, he ſets out in his open boat upon a voyage (taking the Hebrides and the oppoſite coaſt at a medium diſtance) of 200 miles, to vend his cargo of dried cod, ling, &c. at Greenock or Glaſgow.* The produce, which ſeldom exceeds twelve or fifteen pounds, is laid out, in conjunction with his companions, upon meal, and fiſhing tackle; and he returns through the ſame tedious navigation.

The autumn calls his attention again to the field; the uſual round of diſappointment, fatigue, and diſtreſs awaits him; thus dragging through a wretched exiſtence, in the hope of ſoon arriving in that country where the weary ſhall be at reſt.

Many other circumſtances might be repreſented in this picture of human miſery, of which I ſhall at preſent mention only two. In time of war, thoſe who engage in the fiſheries are indiſcriminately preſſed, without the ſmalleſt regard to caſes or circumſtances, however diſtreſſing to the unhappy victims and their ſtarving families; while others,

* The largeſt fiſh are generally taken off Barra, a part of the Long Iſland, about 200 miles from Glaſgow. When a boat arrives, the town bell is ſent round, the people flock to the quay, and the fiſh are immediately purchaſed at ten pence or one ſhilling each. Were twenty times that quantity brought to Glaſgow, and the other trading towns on the Clyde, they would find a ready market, to the mutual benefit of all parties; but this cannot happen until the paſſage ſhall be ſhortened by the propoſed canal acroſs the Peninſula of Cantire.

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who travel from the moſt remote parts, without money or proviſions, to earn 30 or 40 ſhillings in the Lowlands by harveſt work, are often decoyed into the army, by ſtratagems which do no credit to the humanity of the age.

Theſe virtuous but friendleſs men, while endeavouring, by every means in their power, to pay their rents, to ſupport their wives, their children, their aged parents, and in all reſpects to act the part of honeſt, inoffenſive ſubjects, are dragged away—they know not where—to fight the battles of nations who are inſenſible of their merits, and to obtain victories of which others are to reap the imaginary benefits.

The aged, the ſick, and the helpleſs, look in vain for the return of their friends, from the voyage or the harveſt. They are heard of no more. Lamentations, cries, and deſpair, pervade the village or the diſtrict. Thus deprived of their main ſupport, the rent unpaid, the cattle ſold or ſeized, whole families are reduced to the extremity of want, and turned out, amidſt all the inclemencies of the winter, to relate their piteous tale, and to implore from the wretched, but hoſpitable mountaineers, a little meal or milk, to preſerve their infants from periſhing in their arms.

In this ſituation they wander towards the Lowlands,* happy to find ſhelter at night from the chilling winds, driving ſnow, or inceſſant rains, in ſome cavern or deſerted cottage; ſtill more happy, if chance hath provided their lodging with a little ſtraw or heath, whereon to lay their almoſt lifeleſs

* The Highland poor have of late become ſo numerous in the Lowlands that ſome towns poſitively refuſe them admittance.—"We are eat up, ſay they, with beggars." Thus the poor creatures, eſpecially women, children, and old people, are driven from place to place, as nuiſances in ſociety, and unworthy of exiſtence, though they require nothing more than the coarſeſt gifts of nature, which Britons in general would ſpurn at.

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infants, the conſtant objects of their firſt attention amidſt all the calamitous viciſſitudes of life.

Such is the hard lot of a great body of the people who inhabit a fifth part of our iſland. Neglected by government; forſaken by the gentry; oppreſſed by ſtewards and tackſmen; cut off, during moſt part of the year, by impaſſible mountains, and impracticable navigations, from the ſeats of commerce, induſtry, and plenty; living at conſiderable diſtances from all human aid, without the neceſſaries of life, or any of thoſe comforts which might ſoften the rigour of their calamities; and depending, moſt generally, for the bare means of ſubſiſtence, on the precarious appearance of a veſſel freighted with meal or potatoes, to which they with eagerneſs reſort, though often at the diſtance of fifty miles. Upon the whole, the Highlands of Scotland, ſome few eſtates excepted, are the ſeats of poverty, famine, and wild deſpair, exciting the pity of every traveller, while the virtues of the inhabitants attract his admiration.

Is is no wonder, therefore, that the reſentments of human nature ſhould burſt forth, upon the firſt opportunity, againſt thoſe, who, inſtead of labouring to mitigate their diſtreſſes, were daily adding new oppreſſions; till having, by thoſe means, deſolated whole diſtricts of the country, the deluſion vaniſhed, and they found themſelves under the ſhameful neceſſity of purchaſing cattle and ſheep to graze the deſerted heaths.

This humiliating circumſtance was facilitated by an event which their penetration had not foreſeen. The Highlanders, who had ſerved in the American war, being, by royal proclamation, entitled to ſettlements in that extenſive country, were deſirous that their kindred and friends ſhould partake of their good fortune. Some tranſmitted their ſentiments by letters; others, returning from thence to pay a farewell viſit to their native land, delivered their

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their opinions perſonally, and all agreed in their encomiums upon the new world. They exhorted their countrymen to exchange their barren heaths for the boundleſs plains of America; they declaimed upon the ſoftneſs of the climate, the fertility of the ſoil, the abundance of proviſions, the exemption from taxes; the opulence, eaſe, and luxury of the people.

Theſe alluring deſcriptions had the deſired effect upon the imaginations of men naturally warm, and impatient of injuries. The Highlanders now firſt began to look on their native country with contempt, and upon their oppreſſors with indignation. —Shall we, ſaid they, remain in theſe miſerable huts, the objects of deriſion, without the common neceſſaries of life, or the proſpect of better times? No! we will depart to the great country beyond the ocean, where our labour will be rewarded, and our families comfortably maintained.

Such was the language, and ſuch the diſpoſition of the oppreſſed, the much-injured Highlanders, whether ſituated upon the continent, or amongſt the iſlands. In vain did the landlords or tackſmen uſe the moſt perſuaſive arguments, offering terms, which formerly would have been gladly accepted. The heroic exploits of their anceſtors, the antiquity of the clan, the reſpect for the chief, no longer held the people in fetters. They began to think, and to act for themſelves. Whole groups of men, women, and children, paſſed in continual ſucceſſion, to the ſea-ports,* and with ſuch determined reſolution, that thoſe

* In my journies through the Highlands, I often met families or bodies of people travelling to the ports. They generally edged off the road, and hurried along as if ſhy of an interview; which, upon the other hand, I was equally deſirous to procure, though I neither could ſpeak the erſe, nor was furniſhed with that infallible recommendation—a ſnuff box. Upon finding their flight thus interrupted, not by a hoſtile or dangerous force; but a ſingle individual, without ſword, piſtol, or ſpurs, upon a ſmall horſe, and in the midſt of uninhabited

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thoſe who could not pay for their paſſage, ſold themſelves to the captains who were to tranſport them to the new world; and were, by theſe captains, re-ſold upon their arrival at the intended ports.

The Americans beheld this inundation of Britons with aſtoniſhment, mixed with contempt of that government, which thus permitted a continued drain of its inhabitants; while the looks, the dejection, the poverty, and the tattered apparel of theſe unhappy wanderers, touched their feelings, and called forth the exertions of humanity. They could ſcarcely believe, that a people, whoſe valour they had ſo recently extolled, whom Wolfe admired, and whom Chatham applauded, ſhould be reduced to the ſad alternative of periſhing at home, or embarking with their families, on a voyage of 3000

bited wilds, he who could ſpeak the beſt Engliſh ſtept forth, with a dejected countenance, while his companions, and eſpecially the children, ſeemed to remain in eager ſuſpence. The motive of theſe interviews led to inquiries reſpecting the hiſtory of the people, the cauſes of their emigrations, the ſtate of their finances, and their notions of the country to which they were going. They repreſented their diſtreſſes with great feeling, moſt generally in tears; and with a ſtrict regard to truth, as appeared in the uniformity of the accounts delivered by different companies, ſtrangers to one another. "O ſir, we dinna leave our kintra without reaſon, great reaſon indeed, ſir. Sometimes our crops yield little more than the ſeed, and ſometimes they are deſtroyed with rains, or dinna ripen; but ſome of our lairds mak nae allowance for theſe miſfortunes. They ſeize our cattle, and all our furniture; leaving us naething but the ſkin, which would be of nae ſervice to them. They are not Highlandmen—ſo greedy, ſir,—but God will judge between them and us, in his own gude time. O ſir, can you tell us ony thing about the kintra of America—they ſay poor fok may get a living in it, which is mair than we can get in our parts. We are driven, ſir, with our poor bairns to a far land. We are begging our way to Greenock, and all our claithes, ſir, are on our backs, as you ſee. God forgive our oppreſſors who have brought us to this paſs. We are ſtrangers in the Lowlands; could you adviſe us, ſir, how to mak our bargain with the captain of the ſhip? They ſay that thoſe who have no money to pay for their paſſage, muſt ſell themſelves to the captain. This is our caſe—O ſir, what have we done—but it is God's will—bleſſed be his holy name." Such was, and ſuch is at this day, the language of unmerited diſtreſs in many parts of the Highlands.

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miles, upon the hope of finding that relief in a ſtrange land, which their native and highly favoured iſland had denied them.

Thus, what Britain loſt, America gained; and it was not long before thoſe very men became the involuntary inſtruments of puniſhing the neglect of a country, which hath within itſelf the means of ſuſtaining a more numerous population.

It is difficult to aſcertain what diſtricts have ſuffered moſt by emigration; but certain it is, that between 1763 and 1775, above 20,000 people abandoned their habitations, beſides great numbers from the Lowlands; and there is reaſon to believe, that in a few years more, the whole Highlands would have been greatly depopulated, except thoſe diſtricts under the paternal care of an Argyle, an Athole, a Breadalbane, and a few other patriotic chieftains or lairds. But while the rage of emigration was thus depopulating the north, an order of congreſs ſhut up the ports of America, and prohibited, under ſevere penalties, all intercourſe with Great Britain. To this ſingular event, more than to the foſtering hand of government, is owing the detention of thoſe people, whoſe calamitous ſituation hath been the ſubject of the foregoing pages; and whom to reſtrain at home by ſuitable encouragement, will be the ſubject of what follows.

The Manners of the Highlanders in former Times.

When a barren country is ſuffered to remain in a ſtate of nature, without arts, manufactures, or commerce, the inhabitants, impelled by the irreſiſtible demands of hunger, ſeize the cattle, and ſometimes the corn of the more fertile plains, which they conſider as lawful prey, without ever reflecting on the diſtreſſes, which they thereby bring on the injured proprietors.

To ſuch cauſes were owing the frequent irruptions of armed Highlanders upon the Low Countries, to which they proved a continual terror, notwithſtanding all the ſpirited efforts of the Scottiſh princes to

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check their predatory inroads. Their mountains not affording them the means of ſubſiſtence, and being utterly unacquainted with the arts of civil life, they partly lived by plunder and the ſpoils of the unprotected frontiers. Having concerted the plan of operations, they iſſued forth in the night time, ſlept amidſt the heaths and rocks through the day, and thus reaching the ſcene of action, while mankind were at reſt, they drove off the cattle and ſheep into the defiles and labyrinths of the mountains, far beyond the reach of purſuit, with any proſpect of ſucceſs, or perſonal ſafety.*

Thoſe habits having been handed down from father to ſon, were conſidered as laudable induſtry, the incumbent duty of the young and the brave, the atchievements of valour, by which lovers recommend themſelves to the favour of their miſtreſſes; and ſo far were the Highlanders from having any idea of criminality in ſuch practices, that prayers were made to heaven for ſucceſs to every intended enterprize, and for the ſafe return of thoſe who were to embark in them. The parent who could not beſtow much dowry with his daughter upon her marriage, conſoled the bridegroom with the produce of the next full moon, and thus he portioned off his family.†

Such were the manners and modes of life in the Highlands, ſo late as the year 1748, when the le-

* Theſe irregularities were not, however, univerſal in latter times. The eſtates of Argyle, Breadalbane, Athole, Gordon, Sunderland, and other great proprietors, were plundered equally with thoſe of the Low Countries.

A. Glengyle, Rob. Roy, and other petty lairds, countenanced theſe practices amongſt their tenants, in order to extort contributions from their neighbours, on pretence of protecting their cattle. They collected their tribute annually in money and meal, and were remarkably faithful to their engagements.

† "The law hath come the length of Roſsſhire," ſaid one neighbour, by way of news, to another; "O ho!" replied he, "if God doth not ſtop it, you will ſoon have it nearer home." Every clan had, however, laws of their own enacting, to which they paid implicit obedience. Theſe laws were few and general, and ſtrongly mark the ſimplicity of rude ages.

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giſlature wiſely diſſolved the moſt obnoxious feudal tenures, broke the authority of the chieftains over their vaſſals, and veſted the produce of the forfeited eſtates in truſtees, for the eſtabliſhment of charity ſchools, and civilizing the people. The beneficial effects of theſe meaſures greatly exceeded the expectations of thoſe who had propoſed them; inſomuch that, throughout the annals of mankind, there is ſcarcely an inſtance of a great body of people having been reclaimed ſo rapidly, from barbariſm to inoffenſive, peaceable ſubjects. The tranſition was almoſt inſtantaneous, and ſtrongly marks the diſcernment and good ſenſe of the inhabitants, as well as the pious, indefatigable labours of the few clergymen who were appointed, upon very ſlender ſalaries, to reclaim their manners, to ſuperintend their morals, and to enforce, by precept and example, obedience to divine and human laws.

Thus far, the legiſlature were entitled to the tribute of applauſe; but after having made a ſucceſsful beginning in the great work of provincial reformation, they at once abandoned the Highlanders, civilized indeed, but otherwiſe in a more diſtreſsful ſituation than while under the immediate controul of their reſident and hoſpitable chieftains. No villages, magazines, or harbours were formed, or manufactures introduced, by which the people might be uſefully employed, and a permanent, valuable colony eſtabliſhed. Succeeding adminiſtrations have ſeen, and acknowledged, their fidelity and importance; but have taken no effectual ſteps to meliorate their diſtreſſes, to reconcile them to their inhoſpitable ſhores, to give protection to the injured, bread to the hungry, employment to the induſtrious; nor hath the ſmalleſt ray of hope been held out, whereby they might expect to ſee better days. On the contrary, it ſeems to be a political maxim with many perſons, that the Highlands of Scotland are to be conſidered merely as a nurſery for ſoldiers and ſeamen; that the inhabitants, form-

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ed admirably by nature for the fatigues of the campaign and the ocean, are to be employed in these capacities alone, as the occasions of the state may require; and that, to facilitate the business of recruiting, it is expedient to keep them low. But as every plan of policy which is founded upon wrong principles, must sooner or later defeat its own purposes, so hath government seen itself nearly deprived of those men who were thus devoted to starvation, at home; or to fall by the sword, abroad.

The Character of the modern Highlanders, and their Qualifications for the Arts of civil Life, as well as those of War.

The Highlanders have in all ages been renowned for bravery and fidelity, in the cause which they espoused: strongly attached to their families, their chieftains and country, for whom they braved all dangers, and endured every kind of hardship. At present that barbarous ferocity, which was the offspring of feudal institutions, is completely extinguished; while their native valour, and military character, remain unimpaired. They are intelligent, hospitable, religious, inoffensive in their manners, submissive to superiors, temperate, frugal, grateful, obliging, honest, and faithful. A man may travel in perfect security from one extremity of the Highlands to the other, without taking any precaution whatever in defence of his person or property.* Wherever he goes, he meets with a civility, modesty, and hospitality, which would do honour to the most polished nations: wherever he reposes any confidence, he discovers an attachment and disinterested readiness to oblige, which more opulent subjects can scarcely conceive in idea. These qualities are the universal theme of travellers of what-

* There is not a murder committed in the Highlands once in seven years upon an average; and robberies on the road seldom happen.

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ever nation, who have lately visited the Highlands of Scotland.*

* The character of the Highlanders may, by some persons, be considered as too flattering. I have been twice amongst them since it was first printed; and, upon reviewing it over and over, I cannot, in justice, retrench a single word. It is the language of truth, inserted as a memorial of virtues which do honour to the present age, and are worthy of imitation by posterity.

Intrepidity.—In rapid marches and sudden attacks, the Highlanders are unequalled. During a long march, a regiment of these men keeps up with the cavalry. If a distant coast is invaded, or a post in danger, the Highlanders are collected at an hour's notice; they set off, and continue their march with incredible swiftness, leaving all other troops, panting and breathless, far behind. The French tremble at the sight of them, calling out, *the English lions!*

Fidelity.—The fidelity of the Highlanders would appear incredible to Christians and Philosophers of more happy climates, were it not fully authenticated by the experience of many ages. Among a variety of instances, the following may be depended upon: Hector Mackintosh having, in 1527, carried fire and sword through the lands of the Murrays and Ogilvies, fled immediately from the hand of justice; 200 of his followers were hanged, and such was their fidelity, even in a bad cause, that, though each of them was separately offered his pardon, if he would discover where Hector was skulking, yet all of them rejected the condition, and submitted to their fate.

A more striking instance of their fidelity happened after the battle of Culloden, when the young Pretender found safety during five months amongst these people, though personally known to some hundreds of the lowest ranks, and a reward of thirty thousand pounds had been offered to any person who would deliver him up. Two persons of the name of Kennedy, not only rejected this immense sum, with disdain, but also hazarded their lives in collecting provisions and linen for the use of the prince, while the Highlands and the Hebride isles were over-run with soldiers in pursuit of him.

Hospitality.—"Kindness and hospitality possess the people of these parts. We scarce passed a farm but the good woman, long before our approach, sallied out and stood on the road side, holding out to us a bowl of milk or whey." *Pennant.*

"It need not, I suppose, be mentioned, that in countries so little frequented as the islands, there are no houses where travellers are entertained for money. He that wanders about these wilds, either procures recommendations to those whose habitations lie near his way, or, when night and weariness come upon him, takes the chance of general hospitality. If he finds only a cottage, he can expect little more than shelter; for the cottagers have little more for themselves; but if his good fortune brings him to

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To ſum up the whole, they are a hardy, brave race of men, equally qualified for the domeſtic, the naval, and military line; nor is there an inſtance amongſt them, of cowardice, treachery, or flinching, during all the dangers and fatigues of the preſent and former wars, wherein they have borne a conſiderable ſhare. "I truſted," exclaimed Lord Chatham in parliament, "to the mountains of the north, to carry on the moſt extenſive war in which England had ever been engaged." This was the declaration of the ableſt, moſt impartial, and diſintereſted miniſter of the age; one who had penetration to diſcern, candour to acknowledge, and honeſty to reward real merit: whoſe elevated mind knew no diſtinction of country or people; no narrow partialities; but, in every reſpect, was eminently qualified for the great purpoſes of uniting, more cloſely, this wide extended empire; by a generous diffuſion of *reciprocal* benefits and privileges, throughout the various branches of which it was compoſed.

Till the days of that great man, the intrinſic value of the Highlanders, like the diamond in the mine, remained in obſcurity; ſome obſtructions removed, they ſhone forth at once a tractable, uſeful people, who might one day prove a conſiderable acquiſition to the commerce, as well as the internal ſtrength of Britain.

Such being the character, manners, and importance of the Highlanders, in their civilized ſtate, a minute review of their country and ſhores properly follows. Should theſe be found irreclaimable, or incapable of anſwering any valuable purpoſe to the inhabitants, and the community at large, it would be humane, and alſo good policy in government, to open an aſylum, in ſome other part of the iſland, for the overflow of theſe truly valuable people, inſtead of driving them, by hundreds, acroſs the Atlantic ocean.

the reſidence of a gentleman, he will be glad of a ſtorm to prolong his ſtay." *Johnſon.*

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On the contrary, ſhould the 300 iſlands of the Hebrides, thoſe within the Firth of Clyde, and the extenſive line of coaſt upon the mainland, their numerous bays, lakes, and rivers, be found capable of being rendered the bulwark of our iſland, on that ſide; the great nurſery of hardy ſeamen and ſoldiers, to defend our ſettlements abroad; the chief repoſitory of fiſh, to ſupply the wants of the labouring people, and to extend the ſcale of commerce, navigation, and ſhip-building; ſhould theſe, and other objects, prove the certain conſequence of parliamentary attention, it is to be hoped that government will take that buſineſs into conſideration, before America ſhall again open a door for the diſſatisfied, from all parts of Britain, but more eſpecially for theſe hitherto neglected mountaineers.*

Comparative State of the Highlands, and the Northern Countries of Europe, in reſpect of Towns, Commerce, and Navigation.

If we take our ſtand at the ſouth-weſt extremity of Cantire, and look northward along the double coaſt of the continent, and the Hebride iſlands, towards Cape Wrath, we ſhall perceive no towns, markets, ſtorehouſes, granaries, manufactures, commerce, or ſhipping of any ſort.† If we extend the view

* When this part was firſt printed, in 1782, no meaſures had been propoſed or ſpoke of, by government, or in parliament, reſpecting the Highlands, and the fiſheries.

Some glimmerings of hope appeared faintly in 1785, and in 1786 ſome of the meaſures propoſed in theſe ſheets were humanely adopted by the legiſlature; but many objects equally humane, juſt, and politic, remain to be brought forward.

† A few herring buſſes, at the village of Stronaway in Lewis, excepted, where ſome Dutch families had been ſettled, but were unfortunately driven away during the Dutch wars in the laſt century. Theſe induſtrious people, during their ſhort ſtay, extended the fiſheries, and eſtabliſhed a petty navigation, both of which have been kept up, in ſome degree, by the natives, who can boaſt of more traffic than all the Hebride iſlands united. An attempt was alſo made ſince 1760, towards a buſs fiſhery, by the natives of the weſtern coaſts of Argyleſhire, but which failed through the ſame cauſes that ruined the buſs fiſhery in general.

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from Cape Wrath to Dungſby-Head, the eaſt entrance to that Firth, and from thence ſouthward to the Firth of Cromarty, we ſhall perceive a few places, dignified indeed with the high-ſounding appellations of royal boroughs, but which, in reality, are nothing more than ruinous villages, exhibiting all the ſymptoms of decay, poverty, and diſtreſs.*

Climate and ſoil, it hath been admitted, are greatly againſt that country; but this circumſtance, inſtead of diſcouraging government, ought to excite the moſt ſpeedy, vigorous meaſures, towards ſuch objects as nature points out to be both practicable and expedient.

Every member of the Britiſh parliament knows, that the countries of Europe which lie under the ſame latitudes as the Highlands of Scotland, and even beyond theſe latitudes, exhibit the ſtrongeſt proofs of public attention. Thoſe countries have generally been rendered, by dint of art, the ſeats of induſtry, and a happy mediocrity of fortune which enables the great body of the people to live comfortably, under ſeverities of climate, which a Highlander can ſcarcely comprehend in idea.

They abound in large mercantile cities, and in capacious harbours; the works of incredible labour and expence; numerous ſhipping; and the various produce of the four quarters of the globe; as

	Deg.	Min.
Archangel, formerly the only port of Ruſſia, and ſtill a large commercial town, lying in —— —	64	30
Drontheim, a trading city in Norway,	63	15
Bergen, capital of ditto, — —	60	10
Abo, a city of Sweden, — —	60	5
Peterſburg, capital of Ruſſia, —	60	0
Cronſtadt, the arſenal and ſtation of the Ruſſian fleet, — — —	60	0
Stockholm, capital of Sweden, —	59	30
Chriſtiana, a large trading city in Norway,	59	5
Revel, ditto in Ruſſia, — —	59	0

* Theſe are Wick, Dornoch, Tain, Dingwall, and Fortroſe.

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Narva, a large trading city in Ruſſia, ſituated a few miles beyond the latitude of Dungſby-Head, the moſt northern part of the continent of Scotland,	59	0
Gottenburgh, ditto in Sweden, —	58	0
Riga, ditto in Ruſſia, lying near the medium latitude of the Highlands of Scotland, — —	57	0

The climate of thoſe countries admits of two ſeaſons only, viz. the ſummer, which begins in May, and ends in September; and the winter, which inſtantaneouſly binds up the earth in one continued froſt, ſhuts up the ports, and covers land and water with frozen ſnow, on which all manner of travelling is performed by means of ſledges. In this ſeaſon the inhabitants dreſs in furs or ſkins, which, however, do not prevent the frequent loſs of hands or limbs, through the intenſeneſs of the cold.*

It is therefore to the attention of their reſpective governments, more than the advantages of nature, that ſo many commercial cities have gradually ariſen in the north of Europe, within the ſpace of a few centuries, and that places hitherto obſcure are daily increaſing in wealth and magnitude.

With thoſe cities may be enumerated the Seven United Provinces, a country, which, though ſituated in more ſouthern latitudes, furniſhes no material articles for commerce, and ſcarcely a ſufficiency

* "Whenever," ſays Maupertuis the French Mathematician, in his journey through the northern parts of Sweden, "we would taſte a little brandy, the only thing that could be kept liquid, our tongues and lips froze to the cup, and came away bloody: in a cold that congealed the fingers of ſome of us, and threatened us with ſtill more diſmal accidents. If we opened the door of a warm room, the external air inſtantly converted all the vapour in it into ſnow, whirling it round in white vortexes. If we went abroad, we felt as if the air was tearing our breaſts in pieces. At the beginning of June, winter yielded up the earth and ſea; and we prepared for our departure to Stockholm."

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of grain for home conſumption. In extent of territory, thoſe provinces do not exceed the Hebride iſles, and their winters are more ſevere. But ſuch is the influence of an active, vigorous government, on manufactures, commerce, and population, that the Seven Provinces contain 113 cities, 1400 towns and conſiderable villages, and upwards of two millions of inhabitants.

This ſwampy country produces no raw materials for manufactures; yet the inhabitants are continually engaged in fabricating an endleſs variety of articles for ſale, at home and abroad. They have no minerals, metals, or timber; yet their yards and warehouſes are ever prepared to ſupply the demands of Europe, and both the Indies, in thoſe articles. The coaſt is extremely dangerous, and the harbours are few; their ſhipping is however to be found in all the maritime parts of the world, while their own ports are the grand emporiums of European commerce. Their ſhores afford little or no fiſh for exportation, but they nevertheleſs foreſtall the European markets in thoſe fiſhes which are in moſt eſteem. They owed their firſt riſe to the herrings taken on the coaſts of Scotland, which they exported to all parts of Europe; bringing in return the produce of thoſe nations; and thus gradually became the greateſt mart in the known world.

It is to the influence and example of theſe induſtrious people, that I am enabled to give two inſtances, nearer home, of the benefits reſulting from a proper attention to commerce and the fiſheries.

Kirkwall, capital of the Orkney iſlands, though ſituated 140 miles north of the medium latitude of the Highlands, contains above 300 houſes, moſt of them built of ſtone and lime, ſlated, and accommodated with kitchen gardens. The gentlemen alſo have good houſes on their eſtates, and enjoy moſt of the conveniencies of life, in conſiderable abundance. The farmers are, for the moſt part,

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better lodged than thoſe on the continent, or the Hebrides. The inhabitants of Kirkwall export ſome grain, malt, meal, beef, butter, feathers, ſkins of calves, otters, and ſeals; herrings, kelp, linen yarn, and cloth, fine worſted ſtockings, and coarſe woollen goods.

By means of theſe articles, they traffic with the Dutch, Daniſh, and other buſſes which frequent their coaſts, during the fiſhing ſeaſons, when Kirkwall hath all the appearance of a continued fair. The inhabitants alſo carry on a petty commerce with Edinburgh, Newcaſtle, London, Norway, Hamburgh, Spain, and Portugal, thereby ſupplying themſelves with a variety of neceſſaries, and a ſmall balance in caſh.

One degree further north, are the Shetland iſles, ſtill leſs indebted to ſoil and climate. Here the ſhorteſt day does not exceed five hours, and the winters continue till June, during which ſeaſon the winds are ſo high, and the ſea is ſo agitated, that thoſe iſlands are almoſt inacceſſible for ſeveral months, when the natives are cut off from all intercourſe with the world. Yet, even here, in lat. 60. 8, and amidſt barren rocks, ſtands the town of Lerwic, containing upwards of 300 decent dwellings, and is every year increaſing. In the neighbourhood, there are many genteel families lodged in ſtrong, well-built houſes, commodiouſly furniſhed, and whoſe tables are well ſupplied. Theſe iſlands being the great theatre of the Dutch fiſheries, carry on a conſiderable trade with that people; alſo ſome foreign commerce, chiefly by means of white fiſh that abound on their coaſts.

Thus the northern rocks of the Orkney and Shetland iſles, animated and inſtructed by the Dutch, preſume to trade with London, the Baltic, and the Mediterranean; while the more extenſive and ſoutherly iſlands of the Hebrides, and the whole weſtern coaſt of the continent, are not maſters of a ſingle

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manufacture, or veſſel beyond the ſize of a fiſhing buſs. The Orkneys contain 1 provincial ſynod, 3 preſbyteries, 28 pariſhes, and 18 miniſters. In Sky, one of the Hebride iſlands, double the ſize of all the Orkneys, there are only 7 pariſhes; and, of late, the ſlated houſes did not exceed 3, though ſtone and lime abound in the iſland, and ſlate, at no great diſtance.

As a concluſion to this comparative review, it may be remarked, that the town of Kirkwall in the Orkneys is rated higher in the tax roll, than all the towns of the Highlands united.

The Produce of the Highlands by Sea and Land.

Throughout the globe, nature ſeems to have diſtributed her favours with a very impartial hand. To ſome parts ſhe hath aſſigned mildneſs of climate; to others, luxuriancy of ſoil, the precious metals, valuable timber, or the riches of the ocean. If we except the frozen extremities of the earth, towards the poles, her gifts will be found admirably adapted to the various ſpecies of the animal creation, particularly man, who holds the higheſt rank in nature, and who fancies himſelf entitled to the unlimited uſe of whatever it contains. In conformity to this univerſal law, thoſe diſtricts of Scotland, called the Highlands, though little indebted to climate and ſoil, abound in riches, which put them upon an equality with the moſt fertile regions of the world. Gold, ſilver, wine, ſilks, ſpices, and the finer fruits, they have none: but the produce of the Highlands; of their ſeas, lakes, bays, and rivers; may, with proper management, obtain an influx of thoſe valuable articles, and whatever is neceſſary for the ſupport and comfort of life.

Grain is raiſed, though at preſent with much difficulty, ſufficient to maintain one third of the people; and, whenever the more fertile parts ſhall

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be inhabited by men of property, and knowledge in agriculture, the harveſts will be earlier, the autumnal rains partly avoided, and that valuable article of life greatly increaſed. The unexpected ſucceſs in the Low Countries, of late years, ſhould at leaſt induce the people in the Highlands, to try the ſame experiments.*

Roots, vegetables, ſalads, and common fruits, being leſs hurt by the rains, can be raiſed in any quantity; their potatoes, turnips, kale, and cabbages, are more delicate and pleaſant to the taſte than thoſe of England.† Flax is raiſed in tolerable

* It is difficult to aſcertain with preciſion, what proportion the fertile or improveable lands in the Highlands, bear to thoſe which cannot be brought into any other uſes than the raiſing plantations of pine and fir.

We ſhall therefore only attempt ſome general ſketches of thoſe diſtricts, where nature may be aſſiſted with ſucceſs and profit to the reſpective proprietors, and the ſtate.

Such in general are the vallies, ſtraths, and glens of the interior parts; the banks of the lakes and bays, of the maritime parts; the whole weſtern ſhores of Argyleſhire; thoſe of the Pentland Firth; a great part of Caithneſs; both ſides of the firth and river of Dornoch, as far as Loch Shin; Cromarty, and the whole eaſtern coaſt of Roſsſhire.

Of the Hebride iſles, may be reckoned, Ilay, Giga, Liſmore, Colonſay, Tirey, South and North Uiſt, Harris; with a number of ſmall iſles, from two to five miles in circumference. There are alſo ſome fertile vallies and ſhores in the great iſles of Jura, Mull, Sky, and Lewis.

From which I conjecture, that the improveable parts of the Hebrides may, collectively, amount to 700 ſquare miles, or 470,000 ſquare acres, ſtatute meaſure; being the dimenſions of the county of Surry: and, if to this, we add the tracts of the mainland as above enumerated, the whole arable, or improveable portion of the Highlands of Scotland, will amount, at a moderate computation, to 2,500 ſquare miles, or 1,600,000 ſquare acres; being the dimenſions of Middleſex, Surry, and Kent, which compoſe a twentieth part of England and Wales.

In this calculation are included not only the plains, and what is called arable or meadow lands, but alſo, the riſing grounds and ſides of the hills, which, by the preſent management, form valuable ſheep walks.

† The people in the Lowlands have of late years been at great

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plenty, and might be improved: Hemp in greater abundance, and in better perfection.

Small, but hardy horſes, admirably ſuited to the labours of that rugged country, and which require little ſupport. They run wild among the mountains till they arrive at a proper age for labour, when ſome thouſands are annually driven to the ſouth, chiefly to the coal-pits at Newcaſtle.*

But the above mentioned articles are only ſecondary conſiderations to the immenſe numbers of ſmall black cattle which this country ſends to the ſouth, ſome of them as far as London, where, after being fed in rich paſtures, they ſell at a high price. It is by the breeding of cattle, that many farmers inhabiting the interior country are enabled, in good ſeaſons, to pay the high rents impoſed on them; but this ſpecies of property is, in the Highlands, ſo precarious, as ſometimes to involve whole diſtricts in one general ſcene of diſtreſs.

Theſe indigent people are materially affected, whether the cattle die through want, or fall in their price, which is always regulated by the Engliſh markets. In either of theſe caſes, the farmers (many of whom having no other reſources) are under the melancholy neceſſity of removing elſewhere for ſupport. The ſize and condition of the Highland cattle might be greatly improved, by the introduction of clover, rye-graſs, lucerne, and turnips, for winter proviſion; as lately practiſed in the Low Countries.

The raiſing a better breed of ſheep, hath of late

expence in erecting high garden walls of ſtone and lime, whereon to raiſe peaches, apricots, and other fruits, in the natural way, which never can be brought to any degree of perfection in that cold climate, or in England beyond the Trent. The fruits raiſed in Scotland with ſucceſs are ſtrawberries, gooſeberries, currants, plums, cherries, pears; and, in warm ſeaſons, apples of ſome flavour, though ſcarcely bearing a diſtant reſemblance to thoſe of Middleſex.

* There is a ſpecies of the horſe, in Barra, whoſe height at full age is from thirty to thirty-ſix inches.

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years become an object of conſiderable attention in the Highlands, and with very great ſucceſs in the quantity and quality of the wool, as well as the ſize and condition of the ſheep. But this agreeable proſpect is checked in the reflection, that the deep, and ſometimes long-continued ſnows, deſtroy, upon an average of years, from 1 to 200,000 annually, beſides enfeebling, or reducing to ſkeletons, thoſe which ſurvive. Could any method be deviſed for preſerving theſe valuable animals, between the end of November and the beginning of March, the Highland mountains would become, in importance, nearly equal to the vallies. The ſheep only require ſhelter, and fitches or turnips; of the latter, any quantity could be raiſed in the Highlands, and which, at the ſame time, would improve the ſoil. The number of ſheep in Scotland is calculated at 3,000,000, of which one third may be raiſed in the Highlands and iſles.

The height of ſome mountains in Tibet, a large country joining the Mogul empire on the north-eaſt, is 8000 feet above the level of the ſea; and the height of the Andes in South America is 15,000 feet. The ſheep fed on thoſe mountains produce wool of the fineſt quality.

The higheſt mountain in the Highlands of Scotland is only 4200 feet above the ſea; and, in general, the ridges of hills in that country do not exceed 2000 feet.

The Highland mountains have alſo the advantage of tall heath, which ſerves inſtead of whins for ſhelter and other purpoſes. Argyleſhire hath of late years become the greateſt ſheep country in the Highlands; while the northern parts are chiefly occupied in raiſing black cattle.

Goats are numerous in the Highlands. Alſo, various ſpecies of deer and game. The earl of Fife hath a park in Aberdeenſhire, of fifteen ſquare

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miles, called Mar Foreſt, which is reſerved entirely for deer and game, of which there is the greateſt plenty and variety.

Water-fowl, particularly ſolan geeſe, abound in ſuch immenſe quantities, that it is difficult to give credit to the accounts which have been given of them, by modern, as well as ancient writers, who have viſited the Hebrides.*

* They are thus deſcribed by the Rev. Mr. Macaulay, who was appointed miſſionary, by the general aſſembly of the church of Scotland, to the iſland of St. Kilda, a rock of three miles in length, ſurrounded by ſundry leſſer ones, and ſituated 18 leagues due weſt of the Long Iſland.

"Theſe rocks are in ſummer totally covered with ſolan geeſe and other fowls, and appear at a diſtance like ſo many mountains covered with ſnow. The neſts of the ſolan geeſe, not to mention thoſe of other fowls, are ſo cloſe, that, when one walks between them, the hatching fowls on either ſide can always take hold of one's cloaths, and they will often ſit until they are attacked, rather than expoſe their eggs to the danger of being deſtroyed by the ſea gulls; at the ſame time an equal number fly about, and furniſh food for their mates that are employed in hatching; and there are beſides large flocks of barren fowls of the different tribes that frequent the rocks of St. Kilda.

"The ſolan geeſe equal almoſt the tame ones in ſize. The common amuſement of the herring-fiſhers ſhew the great ſtrength of this fowl. The fiſhers fix a herring upon a board which has a ſmall weight under it, to ſink it a little below the ſurface of the ſea: the ſolan gooſe, obſerving the fiſh, darts down upon it perpendicularly, and with ſo much force, that he runs his bill irrecoverably through the board, and is taken up directly by the fiſhers.

"The ſolan geeſe repair to St. Kilda in the month of March, and continue there till after the beginning of November. Before the middle of that month, they, and all the other ſea-fowls that are fond of this coaſt, retire much about the ſame time into ſome other favourite regions; ſo that not a ſingle fowl belonging to their element is to be ſeen about St. Kilda, from the beginning of winter down to the middle of February. Before the young ſolan geeſe fly off, they are larger than their mothers, and the fat on their breaſts is ſometimes three inches deep. Into what quarter of the world, theſe tribes of wild fowl repair, after winter ſets in, whether into the northern ocean, the native country and winter quarters of herrings in general, or into ſome other region near the ſun, or whether they be of the ſleeping kind, they who pry into the myſteries of natural hiſtory, or have converſed much with writers of voyages, can beſt explain. I ſhall only pretend to ſay, that theſe different nations of the feathered kind are taught

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The weſtern coaſts of the continent, particularly the banks of the lakes, are generally fringed with natural woods, riſing beautifully from the ſhores, towards the ſummits of the mountains. Theſe woods are compoſed of oak, cheſnut, aſh, elder, elm, aſpine, hazel larches, pine, and fir. In ſome parts of the interior country upon the river Dee, as Brae Mar, the pines are from ten to twelve feet in circumference, and from ſixty to ninety feet in height, without a collateral branch; their age,

to chooſe the propereſt habitations and feeding places, and to ſhift their quarters ſeaſonably, by the unerring hand of God.

"From the account given above of the multitudes of ſea-fowls that ſeek their food on this coaſt, we may juſtly conclude that there muſt be inexhauſtible ſtores of fiſh there. Let us for a moment confine our attention to the conſumption made by a ſingle ſpecies of fowls. The ſolan gooſe is almoſt inſatiably voracious; he flies with great force and velocity, toils all the day with very little intermiſſion, and digeſts his food in a very ſhort time; he diſdains to eat any thing worſe than herring or mackarel, unleſs it be in a very hungry place, which he takes care to avoid or abandon. We ſhall take it for granted, that there are 100,000 of that kind around the rocks of St. Kilda; and this calculation is by far too moderate, as no leſs than 20,000 of this kind are deſtroyed every year, including the young ones. We ſhall ſuppoſe, at the ſame time, that the ſolan geeſe ſojourn in theſe ſeas for about ſeven months of the year; that each of them deſtroys five herrings in a day; a ſubſiſtence infinitely poor for ſo greedy a creature, unleſs it were more than half ſupported at the expence of other fiſhes. Here we have 100,000,000 of the fineſt fiſh in the world devoured annually by a ſingle ſpecies of the St. Kilda ſea-fowls.

"If in the next place it be conſidered, that much the greateſt part of the other tribes have much the ſame appetite for herring, and purſue it from place to place, in the ſeveral migrations it makes from one ſea to another, the conſumption muſt be prodigiouſly great. Taking theſe into the account, and allowing them the ſame quantity of food, and of the ſame kind, by reaſon of their vaſt ſuperiority in point of numbers, though their ſtomachs are conſiderably weaker; we ſee there are no leſs than 200,000,000 of herrings ſwallowed up every year by the birds of a very ſmall diſtrict of rocks, which occupy ſo inconſiderable a ſpace in the Ducaledonian ocean.

"Should all the articles of this account be ſuſtained, articles which ſeem no leſs juſt than plain, and ſhould our curioſity lead us into a new calculation, allowing between ſix and ſeven hundred to every barrel, it is evident that more than 330,000 barrels are annually carried away by ſuch creatures."

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two centuries. A few have measured sixteen feet. Great numbers of fine trees, of twelve and thirteen feet in girth, have yielded to age and storms; others are successively falling to the ground. Of some trees thus blended with the soil, one end may be cut into peats, the other sawed off and used as good timber. The forest which produces these trees, lies at a distance from the source of the Dee, where no art can bring them to the river.*

Nor is it in natural woods only that the Highlands excel. While the sturdy oak, and the hardy pine, wave their branches over impending precipices, deriving vigour and strength from the boisterous elements of that climate, the vallies and narrow glens underneath give protection and sustenance to plantations of a more delicate quality.

At Taymouth, the seat of the earl of Braedalbane, there is a double row of straight lime trees, whose branches, at the height of seventy or eighty feet, unite so closely, and with such regularity, as to form one of the most magnificent arches in the world. This astonishing effort of nature assisted by art, is, however, lost amidst extensive plantations, con-

* The river Dee runs above 70 miles due east, in a straight line, from its source to Aberdeen, where it falls into the sea, after contributing its tribute of salmon to that city, and to London. Along its banks, and in its neighbourhood, there are many pleasing vallies, abounding in timber, and well inhabited. Gentlemen's seats are also numerous. Deer and hare are so plentiful, and destructive to agriculture, that the farmers kill them at pleasure. The people in general have a remarkable turn for industry; persons, from childhood to the age of 80 or 90, are constantly employed in domestic affairs; in spinning yarn, or knitting stockings for sale at Aberdeen, the capital of the north. These circumstances seem to suggest the utility of a market town in the large and populous district of Cromar, situated half way between the source of the Dee and Aberdeen, to which the Earls of Fife and Aboyne, who have considerable property on the banks of the Dee, would probably contribute liberally. A thriving manufacturing town at this place, besides improving an extensive district of 100 miles in circumference, would extend the shipping of Aberdeen, and otherways promote the traffic of a town, which, from the excellency of its harbour, and its convenient situation for European commerce, seems to invite internal exertion.

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taining many millions of trees of various ſpecies, and all in the utmoſt perfection. The Tay, which glides gently through this valley, is almoſt hid from the eye, while the lofty hills on each ſide exhibit a view which aſtoniſhes every beholder. Theſe were the works of the late earl of Braedalbane, who thereby ſet an example worthy the imitation of all thoſe who wiſh to improve their lands, and ornament their country.

Contiguous to this eſtate, is that of the duke of Athole, equally obligated to the two laſt proprietors, for every aſſiſtance which nature can receive from art. The works of thoſe illuſtrious patriots begin to appear ſome miles above Blair, and are continued, without intermiſſion, to Birnam Wood below Dunkeld, the whole length meaſuring near thirty miles. In this extenſive valley, the beautiful meanders of the Tay and the Tumel are every where ſhaded with exotic, as well as native trees, and all of them in a thriving condition.

Thus, in a country where nature hath denied the means of ſucceſsful agriculture, that kind parent points out to the inhabitants a progreſſive, inexhauſtible ſource of wealth, which cannot be injured by unpropitious ſeaſons, the events of war, or the revolutions of empire. Nor doth it require the expence, and labour, ſo neceſſary for the raiſing of thoſe ſcanty crops of oats and barley, which neither enrich the landlord, nor ſupply the wants of the tenant. On the contrary, a gentleman ſelects the moſt barren tracts of his eſtate; rocks, ſands, gravel, and other waſte grounds, unfit for agriculture or grazing. On theſe wilds he plants firs, pines, and larches; which, at the expiration of thirty years, are uſed for various purpoſes, and when arts and commerce ſhall be introduced into theſe parts, the value will be trebled, as appears from recent inſtances in the neighbourhood of trading towns, where trees of this age have brought from one ſhilling and ſix-pence, to three ſhillings each.

Few gentlemen in Scotland are unacquainted with

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the value of that ſmall ſpecies of oak, which grows ſpontaneouſly upon the hills and rocks. The bark ſupplies the tanner, the net, and ſail-maker; the wood is conſumed in various works of glaſs and metal, and is alſo extremely proper for making red herrings. Theſe oaks are cut down every 20 or 25 years. The price is regulated by the demand; and the demand, by the progreſſive ſtate of arts, manufactures, and commerce, in theſe kingdoms: conſequently the value of this timber is continually advancing, inſomuch that a wood, which would bring only £.1000 twenty-five years ago, now ſells at £1500. The oaks allowed to come to a more advanced age, are uſed in the building of buſſes and coaſters.*

This branch, therefore, opens a new field of action to all thoſe who have wiſdom to avail themſelves of it. By thus attending to ſuch objects as nature dictates to be both practicable and profitable, the Highlands will become an immenſe foreſt, enriching the landlords, and giving employment to the hitherto ſtarved commonalty, in the various occupations of encloſing, planting, cutting down, peeling the bark, ſawing, and tranſporting both timber and bark to diſtant markets.

It is well known that Norway, a country bound up in froſt and ſnow nine months in the year, loads many veſſels annually with maſts, planks, and deals, the produce of the fir.

In England, the full grown oak, and other timber, conſtitute a conſiderable portion of the landed property of that kingdom. The leſſer timber is ſold in faggots or by the cart-load, and uſed for a

* The value of full grown timber near water carriage is incredible. When the eſtate of Ardnamurchan in Argyleſhire was advertiſed for ſale, the woods thereon were valued by two eminent timber-merchants at £.30,000. They conſiſted chiefly of fine old crops, and employed many hands and much ſhipping for ſeveral years. The young timber it is ſuppoſed will bring £.2000 per annum in perpetuity, there being 10,000 acres thus appropriated.

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variety of purpoſes. The large trees, many of which bring five pounds and upwards, are conveyed to the capital and elſewhere, by an incredible number of barges which navigate the rivers and canals, beſides the cargoes ſent coaſtways.

But theſe ſupplies, though great, are far from anſwering the demands of a kingdom, whoſe villages are riſing to the magnitude of cities, and where the ſhipping is continually upon the increaſe.* The foreſts of the Baltic, Poland, Germany, and North America, load ſome hundred ſhips annually for the Britiſh ports, though burthened with inſurance and high freight, which muſt unavoidably enhance the price.† Here therefore the produce of the Scottiſh mountains and vallies will always find a good mar-

* Ship building in England would have been carried to a ſtill greater extent, had we not found a powerful rival in North America, which we encouraged in the growth of the materials, the purchaſe of their ſhips, and allowing them a free trade with the Weſt Indies. "Of 679 veſſels which were required to tranſport the great Weſt Indian cargo of 1772 to Britain, much more than two thirds had been built in our colonies. To ſo great an extent had we reſigned the moſt uſeful of all our manufactures to our coloniſts, contrary to the remonſtrances of the wiſeſt men of their time. We have been ſufficiently ſolicitous about the manufactures of wool, of hats, and of iron, in the colonies; but we have cared little, during the laſt century, for the more important manufacture of ſhips. This had been a melancholy remark, were it not that we derive conſolation from reflecting, how much the public wiſdom may convert misfortunes into benefits. We may now regain the buſineſs of ſhip-building to no ſmall extent, which our imprudent kindneſs had given away: Our ſafety requires, that we ought to retain every advantage, which a ſignal revolution has happily thrown in our way."—*Mr. Chalmers's Opinions on intereſting Subjects of Public Law and Commercial Policy; ariſing from American Independency.* See alſo, *Lord Sheffield's Obſervations on the Commerce of the American States.*

† The timber imported from Holland, Hamburgh, and the Baltic, comes chiefly from the interior parts of Germany, Poland, and Ruſſia, by means of large rivers, and is become both ſcarcer and dearer of late years, as appears from the report of ſundry merchants and ſhip-builders to the houſe of commons. The coaſts of America begin alſo to feel a ſcarcity of timber; what we now receive from that country is brought down the rivers in floats to the ports, from whence there is a voyage of 3000 miles. All theſe circumſtances are in favour of Britiſh timber. The Scots

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ket, and an inexhauſtible vent. Inſtead of a petty traffic from one iſland to another, in little open boats, theſe weſtern ſhores, as ſoon as the propoſed canals ſhall be opened, will contribute their quota to the ſupply of the capital, in timber, ſlate, lead, and fiſh; while that city will, in return, ſupply the neceſſary wants of thoſe ſhores; thus opening new channels of commerce and navigation to the mutual benefit of individuals, and giving, at the ſame time, additional ſtrength to the Britiſh navy.

Copper hath been diſcovered in the Highlands of Scotland; iron-ſtone is found in many places; and lead mines have long been wrought with ſucceſs.

Some iſlands, as Eſdale, and others in its neighbourhood, are compoſed entirely of ſlate, of which many cargoes are exported; beſides quarries through the interior parts of the main land, which, from the want of commerce and towns, in thoſe parts, cannot be brought into uſe.

The iſland of Liſmore, eight miles in length, is one continued rock of lime-ſtone. Roſsſhire and Sutherland abound in mountains of marble reſembling the Parian; but this treaſure is of no benefit to the proprietors, on account of the diſtance from water carriage, and the almoſt uninhabited ſtate of thoſe remote regions.

Freeſtone, granite, marle, ſilver ſand, ſhells, kelp, potters clay, fullers earth, and fern, are common throughout the Highlands.

Rivers and inland lakes are extremely numerous in the Highlands; they contain ſalmon, trout, char, eels, poans, and other delicate fiſhes; and, as it is well known that fiſh may be tranſported from one country to another with ſucceſs, theſe lakes might be rendered of ſtill greater utility. The Chineſe pedlars

build their buſſes and coaſters chiefly with Welch timber, which is extremely proper for their purpoſe. Many cargoes have been had from that country ſince the late peace, of which the landholders feel the benefit, beſides the giving employment to the poor natives.

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carry on ſuch buſineſs throughout the various provinces of that extenſive empire.

In Switzerland, a country reſembling Scotland in the magnitude of its mountains, and the number of its freſh-water lakes, there are one or more towns on each; and, ſays Biſhop Burnet, it is generally computed, that an eighth part of the inhabitants live by the produce of their fiſhing. Mr. Wray obſerves, that in the lake of Zugh, which is not very conſiderable, there are at leaſt fifty different ſpecies of eatable fiſh, all in great plenty, and ſome of the moſt delicate ſorts, ſuch as trout, grayling, char, perch, and others, moſt of which had been brought thither from diſtant parts. But all the above enumerated articles, though they might be rendered extremely favourable to commercial purpoſes, are loſt in the compariſon with the riches of the ſeas which environ the Highlands of Scotland.

Through the openings, between the baſes of the mountains, flows the great Weſtern ocean, in various directions, forming one continued ſucceſſion of bays and lakes, from one to twenty miles within land; which, with the ſounds and channels formed by the Hebride iſlands, and the banks interſperſed upon theſe ſhores, contain the greateſt repoſitories of fiſh hitherto diſcovered in any part of Europe, and of excellent qualities. The moſt uſeful are cod, ling, tuſk, hakes, haddocks, whitings, HERRINGS, ſalmon, trout, ſturgeon, char, pike, phinocs, poans, mackarel, turbot, ſkait, ſoals, flounders, eels; various ſpecies of ſhell fiſh, as lobſters, oyſters, crabs, cockles, muſcles, clams, ſpout-fiſh; alſo all kinds of cetaceous fiſh, from whales of every denomination down to the grampus; ſeals, and other amphibious animals, which frequent the caverns, in great abundance.

Of all theſe fiſhes, the herring is the moſt important, not only on account of the incredible ſhoals which annually preſent themſelves in the Scottiſh ſeas, but alſo their ſuperior quality, in thoſe parts, as appears from the deſcriptions given of them by Sir Walter Raleigh, Sir William Monſon, and other writers of the laſt and preſent century.

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HISTORY

OF

FISH, and the FISHERIES.

Of Fiſh.

THE ocean is the great receptacle of fiſhes. It hath been thought by ſome, that all fiſh are naturally of that ſalt element, and that they have mounted up into freſh water by ſome accidental migration. A few ſtill ſwim up rivers to depoſit their ſpawn; but of the great body of fiſhes, of which the ſize is enormous, and the ſhoals are endleſs, thoſe all keep to the ſea, and would quickly expire in freſh water. In that extenſive and undiſcovered abode, thouſands reſide, whoſe manners are a ſecret to us, and whoſe very form is unknown. The curioſity of mankind, indeed, hath drawn ſome from their depths, and there wants many more: with the figures of theſe, at leaſt, he is acquainted; but for their purſuits, migrations, ſocieties, and manner of bringing forth, theſe are all hidden in the turbulent element that protects them.

The number of fiſh to which we have given names, and of the figure, at leaſt, of which we know ſomething, according to Linnæus, are above 400. Thus,

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to appearance, the hiſtory of fiſh is tolerably copious; but when we come to examine, it will be found that of the greateſt part of theſe we know very little. Thoſe qualities, ſingularities, or advantages, that render animals worth naming, ſtill remain to be diſcovered.

Moſt fiſh offer us the ſame external form; ſharp at either end, and ſwelling in the middle; by which they are enabled to traverſe the fluid which they inhabit with greater celerity and eaſe. That peculiar ſhape which nature hath granted moſt fiſhes, we endeavour to imitate in ſuch veſſels as are deſigned to ſail with the greateſt ſwiftneſs; however, the progreſs of a machine moved forward in the water by human contrivance, is nothing to the rapidity of an animal deſigned by nature to reſide there. Any of the large fiſh overtake a ſhip in full ſail with great eaſe, play round it without effort, and outſtrip it with pleaſure. Every part of the body ſeems exerted in this diſpatch; the fins, the tail, and the motion of the whole back-bone, aſſiſt progreſſion; and it is to that flexibility of body, at which art cannot arrive, that fiſhes owe their great velocity.

The chief inſtruments in a fiſh's motion, are the fins; which, in ſome fiſh, are much more numerous than in others. A fiſh completely fitted for ſailing, is furniſhed with, at the leaſt, two pair; alſo three ſingle fins, two above and one below. Thus equipped, it migrates with the utmoſt rapidity, and takes voyages of 1000 leagues in a ſeaſon. But it does not always happen that ſuch fiſh as have the greateſt number of fins have the ſwifteſt motion; the ſhark is thought to be one of the ſwifteſt ſwimmers, yet it wants the ventral or belly fins; the haddock does not move ſo ſwift, yet is completely fitted for motion.

But the fins ſerve not only to aſſiſt the animal in progreſſion, but in riſing or ſinking, in turning, or even leaping out of the water. To anſwer theſe

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purpoſes, the pectoral fins ſerve, like oars, to put the animal forward: they are placed at ſome little diſtance behind the opening of the gills; they are generally large and ſtrong, and anſwer the ſame purpoſes to the fiſh in the water, as wings do to a bird in the air. With the help of theſe, and by their continued motion, the flying-fiſh is ſometimes ſeen to riſe out of the water, and to fly above an hundred yards; till, fatigued with its exertions, it is obliged to ſink down again. But the tail, which in ſome fiſhes is flat, and upright in others, ſeems the grand inſtrument of motion: the fins are but ſubſervient to it, and give direction to its great impetus, by which the fiſh ſeems to dart forward with ſo much velocity.

The ſenſe of touching, which beaſts and birds have in a ſmall degree, the fiſh, covered up in its coat of mail, conſiſting of various ſubſtances, can have little perception of. The ſenſe of ſmelling, which in beaſts is ſo exquiſite, and among birds is not wholly unknown, ſeems given to fiſhes in a very moderate proportion. Of taſting, they ſeem to make very little diſtinction; the palate of moſt fiſh is hard and bony, and conſequently incapable of the power of reliſhing different ſubſtances. Hearing, in fiſhes, is ſtill more imperfect, if it be found at all. Seeing, ſeems to be the ſenſe fiſhes are poſſeſſed of in the greateſt degree; and yet even this ſeems obſcure, if we compare it to that of other animals.

From all this, it appears how far fiſh fall behind terreſtrial animals in their ſenſations, and conſequently in their enjoyments. Thus nature ſeems to have fitted theſe animals with appetites and powers of an inferior kind; and formed them for a ſort of paſſive exiſtence in the obſcure and heavy elements to which they are conſigned. To preſerve their own exiſtence, and to continue it to their poſterity, fill up the whole circle of their purſuits and enjoyments;

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to theſe they are impelled rather by neceſſity than choice, and ſeem mechanically excited to every fruition. Their ſenſes are incapable of making any diſtinctions; but they drive forward in purſuit of whatever they can ſwallow, conquer, or enjoy.

A ceaſeleſs deſire of food ſeems to give the ruling impulſe to all their motions. This appetite impels them to encounter every danger; and indeed their rapacity ſeems inſatiable. Even when taken out of the water, and almoſt expiring, they greedily ſwallow the very bait by which they were allured to deſtruction. Some that have very ſmall mouths feed upon worms, and the ſpawn of other fiſh: others, whoſe mouths are larger, ſeek larger prey; it matters not of what kind, whether of another or their own. Thoſe with the largeſt mouths purſue almoſt every thing that hath life; and often meet each other in fierce oppoſition, when the fiſh with the largeſt ſwallow comes off with the victory, and devours its antagoniſt.

Thus are they irritated by the continual deſire of ſatisfying their hunger, and the life of a fiſh, from the ſmalleſt to the greateſt, is but one ſcene of hoſtility, violence, and evaſion. But the ſmaller fry ſtand no chance in the unequal combat; and their uſual way of eſcaping, is by ſwimming into thoſe ſhallows where the greater are unable, or too heavy to purſue. There they become invaders in turn, and live upon the ſpawn of larger fiſh, which they find floating on or near the ſurface of the water; yet there are dangers attending them in every place. Even in the ſhallows, the muſcle, the oyſter, and the ſcallop, lie in ambuſh at the bottom, with their ſhells open, and whatever little fiſh inadvertently approaches into contact, they at once cloſe their ſhells upon him, and devour the impriſoned prey at their leiſure.

Nor is the purſuit of fiſhes, like that of terreſtrial animals, confined to a ſingle region, or to one

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effort: ſhoals of one ſpecies follow thoſe of another through vaſt tracks of ocean, from the vicinity of the pole even down to the equator. Thus the cod, from the banks of Newfoundland, purſues the whiting, which flies before it even to the ſouthern ſhores of Spain. The cachalot, a ſpecies of whale, is ſaid, in the ſame manner, to purſue a ſhoal of herrings, and to ſwallow hundreds in a mouthful.

This may be one cauſe of the annual migration of fiſhes from one part of the ocean to the other; but there are different motives, which come in aid of this alſo. Fiſhes may be induced to change the place of their reſidence, for one more ſuited to their conſtitutions, or more adapted to depoſiting their ſpawn.

All ſorts of fiſh, a few of the larger ones excepted, multiply their kind, ſome by hundreds and ſome by millions. There are ſome that bring forth their young alive, and ſome that only produce eggs: the former are rather the leaſt fruitful: yet even theſe are ſeen to produce in great abundance. The viviparous blenny, for inſtance, brings forth 2 or 300 at a time, all alive and playing round the parent together. Thoſe who exclude their progeny in a more imperfect ſtate, and produce eggs, which they are obliged to leave to chance, either on the bottom at the edge of the ſhore, or floating on the ſurface of deep water, are all much more prolific; and ſeem to proportion their ſtock to the danger there is of its conſumption. Of theſe eggs thus depoſited, ſcarce one in an hundred brings forth an animal: they are devoured by all the leſſer fry that frequent the ſhores; by aquatic birds near the margin, and by the larger fiſh in deep water. Still, however, there are enough for ſupplying the deep with inhabitants: and, notwithſtanding their own rapacity, and that of the fowls of various tribes, the numbers that eſcape are ſufficient to relieve the wants of a very conſiderable part of mankind. Indeed, when we

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conſider the numbers that a ſingle fiſh is capable of producing, the amount will ſeem aſtoniſhing.

Among other writers, Mr. Harmer hath inveſtigated this ſubject with uncommon attention; and the following table gives the reſult of his enquiries.

The weights he uſed were avoirdupoiſe, and he reckoned 437½ grains to an ounce. See Phil. Tranſ. vol. 57, for 1767, art. xxx, page 280.

Aſtract of the Table.

Fiſh.	Weight.	Weight of ſpawn.	Fecundity.	Time.
	oz. dr.	Grains.	Eggs.	
Carp	25 8	2571	203109	April 4.
Cod-fiſh	———	12540	3686760	Dec. 23.
Flounder	24 4	2200	1357400	Mar. 14.
Herring	5 10	480	36960	Oct. 25.
Lobſter	36 0	1671	21699	Aug. 11.
Mackarel	18 0	1223½	546681	June 18.
Perch	8 9	765½	28323	April 5.
Pike	56 4	5100½	49304	April 25.
Prawn	(127 grains)	———	3806	May 12.
Roach	10 6½	361	81586	May 2.
Shrimp	(39 grains)	7	6807	May 3.
Smelt	2 0	149½	38278	Feb. 21.
Soal	14 8	542½	100362	June 13.
Tench	40 0	———	383252	May 28.

Such an amazing increaſe, if permitted to come to maturity, would over-ſtock nature, and even the ocean itſelf would not be able to contain, much leſs to provide for the half of its inhabitants, But two wiſe purpoſes are anſwered by this amazing increaſe; it preſerves the ſpecies in the midſt of numberleſs enemies, and ſerves to furniſh the reſt with a ſuſtenance adapted to their nature.

All fiſhes, except the whale kind, are entirely diveſted of thoſe parental ſolicitudes which ſo ſtrongly mark the manner of the more perfect terreſtrial ani-

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mals. They have different ſeaſons for depoſiting their ſpawn; ſome, that live in the depths of the ocean, are ſaid to chooſe the winter months; but, in general, thoſe with which we are acquainted, chooſe the hotteſt months in ſummer, and prefer ſuch water as is ſomewhat warmed by the beams of the ſun. They then leave the deepeſt parts of the ocean, which are the coldeſt, and ſhoal round the coaſts, or ſwim up the freſh-water rivers, that are warm as they are comparatively ſhallow. When they have depoſited their burdens, they then return to their old ſtations, and leave their progeny to ſhift for themſelves.

The ſpawn continues in its egg-ſtate in ſome fiſh longer than in others, and this in proportion to the animal's ſize. In the ſalmon for inſtance, the young animal continues in the egg from the beginning of December till the beginning of April; the carp continues in the egg not above three weeks; the little gold fiſh from China is produced ſtill quicker. Theſe all, when excluded, at firſt eſcape by their minuteneſs and agility. They riſe, ſink, and turn much readier than grown fiſh; and they can eſcape into very ſhallow waters when purſued. But, with all their advantages, ſcarce one in a thouſand ſurvives the numerous perils of its youth. The very male and female that have given them birth, are equally dangerous and formidable with the reſt, forgetting all relation at their departure.

Such is the general practice of theſe heedleſs and hungry creatures; but there are ſome in this claſs, living in the waters, that are poſſeſſed of finer organs, and higher ſenſations; and have all the tenderneſs of birds and quadrupeds for their young; that nurſe them with conſtant care, and protect them from every injury. Of this claſs are the *cetaceous* tribe, or the fiſhes of the whale kind. There are others, though not capable of nurſing their young, yet that bring them alive into the world, and defend them with courage and activity. Theſe are the *car-*

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tilaginous kinds, or thoſe who have griſtles inſtead of bones. But the fierce unmindful tribe we have been deſcribing, that leave their ſpawn without any protection, are called the *ſpinous*, or bony kinds, from their bones reſembling the ſharpneſs of thorns.

Thus there are three grand diviſions in the fiſh kind: the *cetaceous*, the *cartilaginous*, and the *ſpinous*; all differing from each other in their conformation, their appetites, in their bringing forth, and in the care of their young. Theſe three great diſtinctions are not the capricious difference formed by a maker of ſyſtems, but are ſtrongly and firmly marked in nature. Theſe are the diſtinctions of Ariſtotle; and they have been adopted by mankind ever ſince his time.

As on land there are ſome orders of animals that ſeem formed to command the reſt, with greater powers and more various inſtincts, ſo in the ocean there are fiſhes which ſeem formed upon a nobler plan than others, and that, to their fiſhy form, join the appetites and the conformation of quadrupeds. Theſe all are of the cetaceous kind, which are raiſed as many degrees above other fiſhes in their nature, as they are in general in their ſize. This tribe is compoſed of the whale, and its varieties, of the cachalot, the dolphin, the grampus, and the porpus. Theſe fiſh never produce above one young, or two at the moſt, at a time; and this the female ſuckles entirely in the manner of quadrupeds; her breaſts being placed, as in the human kind, above the navel.

It is not only upon land that man hath exerted his power of deſtroying the larger tribes of quadrupeds; he hath extended his efforts even in the midſt of the ocean; and hath cut off numbers of thoſe enormous animals that had poſſibly exiſted for ages. We now no longer hear of whales from 200 to 250 feet long, which were often ſeen about two centuries ago. They have all been deſtroyed by the ſkill of mankind, and the ſpecies is now dwindled into

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into a race of diminutive animals, from 30 to 80 feet long.

The northern ſeas of Spitſbergen and Greenland were once the region to which the largeſt of theſe animals reſorted; but ſo great hath been the deſtruction of whales ſince the reign of Queen Elizabeth, that they begin to grow thinner every year; and thoſe that are found there, ſeem, from their ſize, not come to their full dimenſions. The greateſt whales reſort to places where they have the leaſt diſturbance; to thoſe ſeas that are on the oppoſite ſide of the globe, near the ſouth pole. In this part of the world, there are ſtill to be ſeen whales above 160 feet long; and perhaps even longer might be found in thoſe latitudes near the ſouth pole, to which we have not as yet ventured.

We have ſeen that fiſhes of the cetaceous kind bear a ſtrong reſemblance to quadrupeds in their conformation; thoſe of the cartilaginous kinds are more than one remove ſeparated from them; they form the ſhade that completes the imperceptible gradations of nature.

Cartilaginous fiſh may be divided,

1. Into thoſe of the ſhark kind, comprehending the great white ſhark—baſking ſhark—blue ſhark—balance fiſh—horned fiſh—ſmooth horned fiſh—monk fiſh—dog fiſh—cat fiſh—ſea fox—the zygaena—the tope—and the porbeagle. Theſe are all of the ſame nature, and differ more in ſize than in figure or conformation.

2. Flat fiſh, comprehending the torpedo—the ſkaite—the ſharp-noſed ray—the rough ray—the thornback—and the fire flare.

3. The ſlender ſnake-ſhaped kind: as the lamprey—the pride—and the pipe fiſh.

4. The ſturgeon and its variety—the iſinglaſs fiſh.

5. A variety of fiſh of different figures and natures, that do not rank under the former diviſions;

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as the ſun fiſh—the lump fiſh—the tetrodon—the ſea ſnail—the chimæra—and the fiſhing frog.

The third general diviſion of fiſhes is into that of the ſpinous or bony kind.

Of this claſs are already known above 400 ſpecies, of which the following are a part, viz. the eel, cod, ling, hake, tuſk, haddock, whiting, pollack, doree, holybut, ſalmon, trout, herring, mackarel, pike, perch, charr, mullet, carp, ſhad, tench, dace, roach, gudgeon, pilchard, ſmall ſprat, tunny, turbot, plaiſe, ſoal, flounder.

The fourth diviſion conſiſts of the ſhell kind, as the tortoiſe or turtle, lobſter, crab, prawn, cray-fiſh, ſhrimp, oyſter, muſcle, and cockle.

Of the Fiſheries.

The origin of the Scottiſh herring fiſheries is loſt in the obſcurity of antiquity. Boethius mentions Inverlochy at the head of the Linnhe Loch, having been a town of conſiderable magnitude, a ſeat of the Scottiſh Kings previous to the conqueſt of the Picts; and to which both French and Spaniards reſorted, on account of trade, but moſt probably to purchaſe herrings and ſalmon. At the ſouth entrance of the Loch ſtood the ancient Beregonium, ſuppoſed to have been the largeſt town of the weſtern Caledonians.

Its ſituation was remarkably favourable for the fiſheries, being almoſt ſurrounded with lakes and ſmall bays. It ſtood in the neighbourhood of Dunſtaffnage, another royal ſeat, of which a conſiderable part ſtill remains, but the towns of Beregonium and Inverlochy were totally deſtroyed by the Danes.

It is recorded, in the Batavian annals, that the Scots ſold their herrings to the inhabitants of the Netherlands as early as the ninth century. This traffic laid the foundation of a commercial alliance between both countries, which ſubſiſted to their mu-

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tual advantage, during many ages, but is at present of very little consequence.

We have mentioned in the View of the Empire, the attention paid to this great national concern in later periods, by the Scottish monarchs and legislature, in order to recover the fisheries of the eastern side of the kingdom, which the Dutch had long engrossed, greatly to the prejudice of the rightful owners.

The frequent laws which were enacted in the reigns of James III. IV. and V. discover a steady, determined zeal for the benefit of the native subjects, the full restoration of the fisheries, and the splendour of the kingdom, and do honour to the memory of those patriots whom modern times affect to call barbarians.

The expedition of James V. to the Hebrides and western parts of the Highlands, and his assiduity in exploring and sounding the harbours, discovered a fixed resolution in that active prince, to civilize the inhabitants, to promote the valuable fisheries at their doors, and to introduce general industry. His death, at an early period, and the subsequent religious and civil commotions in the kingdom, frustrated those wise designs, and the western fisheries remained in their original state of neglect. At length, in 1602, James VI. resumed the national purposes which had been thus chalked out by his grandfather. "Three towns, (says Dr. Robertson) which might serve as a retreat for the industrious, and a nursery for arts and commerce, were appointed to be built in different parts of the Highlands; one in Cantire, another in Lochaber, and a third in the Isle of Lewis*; and in order to draw the inhabitants thither, all the privileges of the royal boroughs were to be conferred upon them. Finding it, however, to be no easy matter to inspire the inhabitants of those countries with the love of industry, a resolution was taken to plant among them

* Campbletown, Inverlochy, now Fort William, and Stronaway.

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colonies of people from the more induſtrious countries. The firſt experiment was made in the Iſle of Lewis; and as it was advantageouſly ſituated for the fiſhing trade, *a ſource from which Scotland ought naturally to derive great wealth*, the colony tranſported thither was drawn out of Fife, the inhabitants of which were well ſkilled in that branch of commerce. But before they had remained there long enough to manifeſt the good effects of this inſtitution, the Iſlanders, enraged at ſeeing their country occupied by thoſe intruders, took arms, and ſurpriſing them in the night-time, murdered ſome of them, and compelled the reſt to abandon the ſettlement. The king's attention being ſoon turned to other objects, we hear no more of this ſalutary project."

The great object which engaged the king's attention, was his ſucceſſion, in 1603, to the crown of England, which gave a ſevere blow to the proſperity of Scotland, and improvements in that country.

The Scottiſh fiſheries were, however, reſumed by Charles I. of which there are many evidences. "I confeſs, ſays Sir William Monſon, this fiſhing is a buſineſs I have taken into conſideration. My lord of Northampton, if he were now living, was able to witneſs how much it was ſolicited and deſired by me, and no leſs wiſhed and deſired by his lordſhip. But by the death of my lord, it reſted unthought on by me, till the late duke of Richmond revived it, and importuned me once more to it. His death in the like manner made it die, till his majeſty (Charles I.) of late, out of his princely care for the good of his loving ſubjects, for the renown of his kingdoms, and deſire of the unity and equal benefit of his two realms of England and Scotland, took more than an ordinary care how to effect it, well becoming ſo benign and bleſſed a prince."

I have been favoured with a manuſcript copy of a commiſſion of that monarch, relative to a committee

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for the fiſheries, which begins thus: "Our Sovereign Lord ordains a commiſſion to be expede under his majeſty's great ſeal of the kingdom of Scotland, making mention, that whereas his majeſty by his two ſeveral charters, under the great ſeal of his kingdoms of Scotland and England, reſpectively, hath ordained an aſſociation to be of both the ſaid kingdoms, comprehending Ireland under the ſaid kingdom of England, for a general fiſhing within the haill ſeas and coaſts of his majeſty's kingdoms, except ſuch as are reſerved in the ſaid ſeveral charters; and for the government of the ſaid aſſociation, hath ordained, that there ſhould be a ſtanding committee choſen and nominated by his majeſty, and his ſucceſſors from time to time, of equal number of both the ſaid kingdoms, comprehending Ireland under the kingdom of England as ſaid is, whereof the one half ſhall be Scotſmen, and the other to be Engliſh and Iriſh. And his majeſty being perfectly informed of the ſtability and good affection of his majeſty's ſubjects of either of the ſaid kingdoms after ſpecified, to undergo the charge of the ſaid general committee for the fiſhing; therefore his majeſty hath given, and by theſe preſents gives full power and commiſſion to the ſaid perſons after following, &c." Signed Thomas Hope.

Several perſons of diſtinction embarked in the deſign, which the king honoured with his patronage, and encouraged by his bounty. He alſo ordered *Lent* to be more ſtrictly obſerved; prohibited the importation of fiſh taken by foreigners; and agreed to purchaſe from the company his naval ſtores, and the fiſh for his fleets. Thus the ſcheme of eſtabliſhing a fiſhery in the Hebrides began to aſſume a favourable aſpect; but all the hopes of the adventurers were fruſtrated by the breaking out of the civil wars, and the very tragical death of their generous benefactor. The company had built two ſtore-houſes or magazines; one on the ſmall iſland

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of Hermetra, on the north ſide of North Uiſt; and the other upon a ſmall iſland in Loch Madie, a celebrated bay of the above mentioned North Uiſt. Martin, who viſited the Hebrides in the reign of Queen Anne, ſaw the foundations of thoſe houſes, and was informed by the natives, that Charles I. had a ſhare in the fiſhery upon their coaſts.

De Witt, in his book called *The Intereſt of Holland*, ſays, "That when England had ſet on foot a herring fiſhery, in the reign of King Charles I. and had taken their herrings at one and the ſame time and place with the Hollanders, and ſent them to Dantzick, in the years 1637 and 1638, the Dutch herrings were there approved as good; but the Engliſh herrings, to the very laſt barrel, were eſteemed naught." It appeared, upon a ſubſequent enquiry, that the company had ſuſtained ſundry loſſes and wrongs by their ſervants, throughout the whole buſineſs.

In 1654, a number of perſons of diſtinction in London, ſeemed earneſtly to ſet about the herring fiſhery; and for their encouragement, the Engliſh commonwealth granted them an exemption from the duties on ſalt, and on naval ſtores, to be uſed in their ſaid fiſhery. Collections were likewiſe made at London, and other parts, toward the erecting of wharfs, docks, and ſtore-houſes; and for the purchaſing of ground for the making and tanning of their nets. The attempt being fruſtrated through Cromwell's uſurpation, nothing was done except the deſtroying the old fortification at Stronoway, in the Iſland of Lewis, by Cromwell, and his building another to bridle the inhabitants, who, notwithſtanding this precaution, cut off his garriſon to a man.

In 1661, Charles II. the duke of York, lord Clarendon, and other perſons of rank or fortune, reſumed the buſineſs of the northern fiſheries with greater vigour than any of their predeceſſors. For this purpoſe the moſt ſalutary laws were enacted by the parliaments of England and Scotland, in virtue

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of which, all materials used in, or depending upon, the fisheries, were exempted from all duties, excises, or imposts whatever. In England, the company were authorised to set up a lottery, and to have a voluntary collection in all parish churches; houses of entertainment, as taverns, inns, ale-houses, were to take one or more barrels of herrings, at the stated price of thirty shillings per barrel*; also two shillings and six-pence per barrel was to be paid to the stock of this company on all imported fish taken by foreigners.

Some Dutch families were also invited, or permitted, to settle at Stronaway; the herrings cured by the royal English company gave general satisfaction, and, as mentioned above, brought a high price for those days. Every circumstance attending this new establishment seemed to be the result of a judicious plan, and thorough knowledge of the business, when, unfortunately, the necessities of the king obliged him to withdraw his subscription or bounty, which gave such umbrage to the parties concerned, that they soon after dissolved.

In 1677, a new royal company was established in England, at the head of which was the duke of York, the earl of Derby, &c. Besides all the pri-

* A higher price than is paid for Scotch herrings at present in London. A similar law at this time would probably consume 100,000 barrels annually. It might extend over the whole island, including coffee-houses, which are now become taverns. "And," says a very sensible writer, "to the end that an undertaking of such important concern to the nation should not miscarry, we do not see the unreasonableness, if every person who rents a house of per annum, should be obliged, by act of parliament, to take one barrel of British herrings, at least every year, for their family consumption; and those who inhabited houses that were higher rented, to be obliged to take two barrels," &c.

A well cured salt herring is an excellent relish, and it is pleasing to hear, that they are coming into use at some of the highest tables; but it is the working people who would become the principal consumers. Herrings and potatoes are the principal food of the Scots and Irish workmen, who, by means of such cheap living, enable their masters to undersell the English manufacturers.

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vileges which former companies had enjoyed, the king granted this new company a perpetuity, with power to purchaſe lands; and alſo twenty pounds to be paid them annually, out of the cuſtoms of the port of London, *for every dogger or buſs* they ſhould build and ſend out for ſeven years to come. A ſtock of 10,980l. was immediately advanced, and afterwards 1600l. more. This ſmall capital was ſoon exhauſted in purchaſing and fitting out buſſes, with other incidental expences. The company made, however, a ſucceſsful beginning; and one of their buſſes or doggers actually took and brought home 32,000 cod-fiſh; other veſſels had alſo a favourable fiſhery.

Such promiſing beginnings might have excited freſh ſubſcriptions, when an unforeſeen event ruined the whole deſign. Moſt of the buſſes had been built in Holland, and manned with Dutchmen; on which pretence, the French, who were then at war with Holland, ſeized ſix out of ſeven veſſels, with their cargoes and fiſhing tackle, and the company being now in debt, ſold, in 1680, the remaining ſtores, &c. A number of gentlemen and merchants raiſed a new ſubſcription of 60,000l. under the privileges and immunities of the former charter. This attempt alſo came to nothing, owing to the death of the king, and the troubles of the ſubſequent reign.

Soon after the revolution, this buſineſs was again reſumed, and upon a more extenſive ſcale, the propoſed capital being 300,000l. of which 100,000l. was to have been raiſed by the ſurviving patentees, or their ſucceſſors, and 200,000l. by new ſubſcribers. Copies of the letters patent, the conſtitution of the company, and terms of ſubſcription, were lodged at ſundry places in London and Weſtminſter, for the peruſal of the public, while the ſubſcription was filling. It is probable, that King William's partiality to the Dutch fiſheries, the ſucceeding war, or both of theſe circumſtances, fruſtrated this new attempt,

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of which we have no further account in the annals of that reign.

The Scottiſh parliament had alſo, during the three laſt reigns, paſſed ſundry acts for erecting companies and promoting the fiſheries; but the inteſtine commotions of that country, and the great exertions which were made for the Darien eſtabliſhment, enfeebled all other attempts, whether collectively, or by individuals, within that kingdom.

In 1749, his late majeſty having, at the opening of the parliament, warmly recommended the improvement of the fiſheries; the houſe of commons appointed a committee to enquire into the ſtate of the herring and white fiſheries, and to conſider of the moſt probable means of extending the ſame.

All ranks were elevated with an idea of the boundleſs riches that would flow into the kingdom from this ſource. A body of men were incorporated for twenty-one years, by the name of *The Society of the Free Britiſh Fiſhery*, and impowered to raiſe a capital ſtock of 500,000l. Every encouragement was held out by government, both to the ſociety and to individuals, who might embark in this national buſineſs. A bounty of thirty-ſix ſhillings per ton was to be paid annually out of the cuſtoms, for fourteen years, to the owners of all decked veſſels or buſſes, from 20 to 80 tons burthen, which ſhould be built after the commencement of the act, for the uſe of, and fitted out and employed in the ſaid fiſheries, whether by the ſociety or any other perſons. At the ſame time numerous pamphlets and news-paper eſſays came forth, all pretending to elucidate the ſubject, and to convince the public with what facility the herring fiſheries might be transferred from Dutch to Britiſh hands.

This proved, however, a more arduous taſk than had been foreſeen by ſuperficial ſpeculators. The Dutch were frugal in their expenditures and living, perfect maſters of the arts of fiſhing and curing,

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which they had carried to the greateſt height and perfection. They were in full poſſeſſion of the European markets, a trifling rivalſhip from Scotland and Yarmouth excepted, and their fiſh, whether deſerving or otherwiſe, had the reputation of ſuperior qualities to all others taken in our ſeas.

With ſuch advantages, the Dutch not only maintained their ground againſt this formidable company, but had alſo the pleaſure of ſeeing the capital gradually ſinking, without having procured an adequate return to the ſubſcribers, notwithſtanding various aids and efforts of government from time to time in their favour, particularly in 1757, when an advance of twenty ſhillings per ton was added to the bounty *.

Such hath been the fate of all the ſpirited efforts of the Scottiſh and Britiſh governments for theſe laſt four hundred years, to recover the fiſheries from the hands of foreigners; and if ever this national object ſhall be accompliſhed, either wholly or in part, it will be ſolely owing to the encouragements given, not to chartered companies, but individual adventurers, and the abilities of thoſe adventurers to perſevere in that buſineſs againſt all the accidents, diſcouragements, and misfortunes which attend it, both in the capture, and the ſale of the fiſh. Even the frugal Dutch, who have reduced all the branches of the fiſheries into a regular ſyſtem, founded upon long experience, judged it neceſſary, after repeated attempts in favour of ſocieties, to relinquiſh that mode, and to direct their attention indiſcriminately to the fiſheries in general. This is alſo the practice of all other ſtates whoſe ſubjects embark therein. They are encouraged by bounties, excluſive privileges and exemptions, ſuited to the various caſes and circumſtances of their reſpective ſituations.

* A perſon of very reſpectable character told me, that, from a private converſation which he accidentally overheard, he ſuſpected that bribery might be included among the cauſes of the failure in this fiſhery.

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Migration of the Herrings.

THERE are ſome fiſhes, as the herring, cod-fiſh, haddock, whiting, mackarel, tunny, and pilchard, that may be called fiſh of paſſage, and bear a ſtrong analogy to birds of paſſage, both from their ſocial diſpoſition, and the immenſity of their numbers. Other fiſh live in our vicinity, and reſide on our coaſts all the year round; or keep in the depths of the ocean, and are but ſeldom ſeen: but theſe, at ſtated ſeaſons, viſit the more ſouthern ſhores with regular certainty, generally returning the ſame week in the ſucceeding year, and often the ſame day.

The herrings are found, in the greateſt abundance, in the higheſt northern latitudes within the arctic circle. In thoſe inacceſſible ſeas, that are covered with ice during a great part of the year, the herring find a quiet and ſure retreat from all their numerous enemies: there neither man, nor their ſtill more deſtructive enemy, the ſun-fiſh, or the cachalot, the moſt voracious of the whale kind, dares to purſue them.

The great colony of herring ſets out from the icy ſea about the middle of winter, compoſed of ſuch numbers as to exceed the powers of imagination; but they no ſooner leave their retreats, than millions of enemies appear to thin their ſquadrons. The ſun-fiſh, and the cachalot devour hundreds at a time; the porpus, the grampus, the ſhark, cod-fiſh, haddocks, pollacks, and the whole numerous tribe of dog-fiſh find them an eaſy prey, and deſiſt from making war upon each other: but ſtill more the unnumbered flocks of ſea fowl, that chiefly inhabit near the pole, watch the outſet of their dangerous migration, and ſpread extenſive ruin.

In this exigence, the defenceleſs emigrants find no other ſafety but by crowding cloſer together, like ſheep when frightened, and leaving to the outmoſt bands the danger of being firſt devoured. The main body begins at a certain latitude to ſeparate

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into two great diviſions, one of which moves to the weſt, and pours down along the coaſts of America, as far ſouth as Carolina, and are ſo numerous in the Cheſapeak bay, as to become a nuiſance to the ſhores. The other diviſion takes a more eaſtern direction, towards Europe, and falls in with the great iſland of Iceland about the beginning of March; upon their arrival on that coaſt, their phalanx, which hath already ſuffered conſiderable diminutions, is nevertheleſs found to be of amazing extent, depth, and cloſeneſs, occupying a ſurface equal to the dimenſions of Great Britain and Ireland, but ſubdivided into columns of five or ſix miles in length, and three or four in breadth, each line or column being led, according to the idea of fiſhermen, by herrings of more than ordinary ſize. The herrings ſwim near the ſurface, ſinking now and then for ten or fifteen minutes. The fore-runners of thoſe who viſit the Britiſh kingdoms appear off Shetland in April or May, and the grand body begins to be perceived in June. Their approach is known to the fiſhers by a ſmall rippling of the water, the reflection of their brilliancy, and the number of ſolan geeſe, or gannets, and other aerial perſecutors, who feaſt richly upon this offered bounty; and who, with the marine attendants, may be a concurrent cauſe of driving the ſhoals into bays and creeks. Here new enemies await theſe Heaven-directed ſtrangers. Whole fleets of Dutch, French, Flemiſh, Pruſſian, and Daniſh veſſels, with all the apparatus of netting, are in readineſs on a fixed day, to drag the ocean, thereby ſnatching from the ſhoals, not hundreds, but hundreds of thouſands, every night from June till September.

The Shetland iſlands, where the herrings meet with the firſt interruption in their progreſs ſouthwards, lie at the diſtance of 100 miles due north from the mainland of Scotland, and extend almoſt a degree in length. Though theſe iſlands break,

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and ſeparate the grand body of the herrings into two parts, theſe wanderers ſtill continue their courſe to the ſouthward; one diviſion proceeds along the eaſt ſide of Britain, pays its tribute to the Orkneys, the Murray Firth, the coaſts of Aberdeen, Angus, and Fife; the great river Forth, the coaſt of Scarborough, and particularly the far projecting land at Yarmouth, the ancient and only mart of herrings in England, where they appear in October, and are found in conſiderable quantities till Chriſtmas. During this ſeaſon they ſend a conſiderable ſupply to the London market; and paſſing down the channel, they pay a ſlight viſit to the north coaſt of France, but ſo exhauſted and impoveriſhed, that they are very improper for commercial purpoſes, though ſometimes cured for exportation.

The other brigade take their courſe from the Shetland iſlands, along the weſt ſide of Britain, and are obſerved to be larger and fatter than thoſe on the eaſt ſide. After paſſing the Shetland and the Orkney iſles, they crowd in amazing quantities into the lakes, bays, and narrow channels of the ſhires of Sutherland, Roſs and Inverneſs; which, with the Hebride iſles, eſpecially the Long Iſland, compoſe the greateſt ſtationary herring fiſhery in Britain, that upon the coaſt of Shetland excepted. Sometimes, as in 1784, this ſhoal, in its ſouthern progreſs, edges cloſe upon the extenſive coaſt of Argyleſhire; fills every bay and creek; viſits, in ſmall detachments, the Firth of Clyde, Lochfine, and other lakes within the entrance of that river; the coaſt of Airſhire, and of Galloway, to the head of the Solway Firth. Having performed this friendly office to the weſtern ſhores of Scotland, the ſhoal proceeds towards the north of Ireland; where, meeting with a ſecond interruption, they are again divided into two brigades; one ſhoal paſſes down the Iriſh channel, viſits the Iſle of Man, and affords an occaſional ſup-

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ply to the eaſt coaſt of Ireland, and the weſt coaſt of England, as far as the Briſtol Channel. The other ſhoal ſkirts along the weſt coaſt of Ireland, where after viſiting the lakes of Donnegal, it gradually diſappears, and is finally loſt in the immenſity of the Atlantic. So bountiful is Providence to the inhabitants of the Britiſh iſles in one article of food only.

"Were we inclined, ſays a well-known writer, to conſider this partial migration of the herring in a moral light, we might reflect with veneration and awe on the mighty power which originally impreſſed on this moſt uſeful body of his creatures the inſtinct that directs and points out the courſe, that bleſſes and enriches theſe iſlands, which cauſes them at certain and invariable times to quit the vaſt polar deeps, and offer themſelves to our expecting fleets. That benevolent Being has never, from the earlieſt records, been once known to withdraw his bleſſing from the whole, though he often thinks proper to deny it to particulars; yet this partial failure (for which we ſee no natural reaſon) ſhould fill us with the moſt exalted and grateful ſenſe of his providence, for impreſſing ſo invariable and general an inſtinct on theſe fiſh towards a ſouthward migration, when the whole is to be benefited, and to withdraw it only when a minute part is to ſuffer.

"This impreſſion was given them, that they might remove for the ſake of depoſiting their ſpawn in warmer ſeas, that would mature and vivify it more aſſuredly than thoſe of the frigid zone. It is not from defect of food that they ſet themſelves in motion, for they come to us full of fat, and on their return are almoſt univerſally obſerved to be lean and miſerable. What their food is near the pole, we are not yet informed; but in our ſeas they feed much on the *oniſcus marinus*, a cruſtaceous inſect, and ſometimes on their own fry.

"They are in full roe to the end of June, and continue in perfection till the beginning of winter,

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when they begin to depoſit their ſpawn. Though we have no particular authority for it, yet as very few young herrings are found in our ſeas during the winter, it ſeems moſt certain that they muſt return to their parental haunts beneath the ice, to repair the vaſt deſtruction of their race during ſummer, by men, fowl, and fiſh."

Review of the Herring Fiſheries.

The whole coaſt of Scotland may be conſidered as one continued fiſhery, diſtinguiſhed, however, by various names:

1. The Shetland, or Northern Fiſhery.
2. That on the eaſt ſide of the kingdom, from the Pentland Firth to Berwic.
3. The weſtern, or Hebride Fiſhery.

The Shetland, or Northern Fiſhery.

The Shetland Iſles are ſituated between 60 and 61 degrees of north latitude, about one degree north from the Orkney Iſles, 100 miles from the mainland of Scotland, and nearly the ſame diſtance from the coaſt of Norway. Of theſe iſlands forty-ſix are inhabited, beſides a number of leſſer ones, which afford a little graſs, and are called holms; others are mere rocks, the reſidence of voracious ſea fowls, which, like the human ſpecies, reſort hither after the herrings and other fiſhes that abound on theſe ſhores. The principal iſland of this diviſion is called *Mainland*; and it extends about ſixty miles from north to ſouth, is in general very narrow, and much interſected with bogs or openings, ſome of which penetrate almoſt from ſide to ſide. The ſurface of theſe iſlands is rock, or moſs, and in the valleys, a ſcanty portion of clay ſoil, which produces ſmall crops of barley and black oats,

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but very unequal to the wants of 20,000 inhabitants, who in bad ſeaſons experience all the diſtreſſes of poverty, and famine. Nature, however, has been more liberal to their ſhores, not only in herrings, but in various ſpecies of white fiſh, the conſtant attendants of the herrings in their annual migrations from north to ſouth.

The principal town on theſe iſlands is called Lerwic, ſituated upon a narrow channel of the mainland, called Braſſa Sound. Here the Dutch and other foreigners reſort to the fiſheries at the appointed ſeaſons, where Lerwic hath all the appearance of a continued market or fair.

We have, in the annals of Scotland, traced the origin of the Dutch fiſheries on the ſhores of that kingdom, which have proved ſo beneficial to the latter, that the relation thereof would be conſidered as fabulous or chimerical, were it not fully authenticated by the joint teſtimony of Dutch and Britiſh writers, as well as by the ſtatutes and archives of both countries.

Sir Walter Raleigh relates, That, in 1603, the Dutch ſold to different nations as many herrings as amounted to 1,759,000l. That, in 1615, they at once ſent out 2000 buſſes, and employed in them 37,000 fiſhermen. That, in 1618, they ſent out 3000 buſſes, with 50,000 men, to take the herrings, and 9000 more veſſels to tranſport and ſell the fiſh; which, by ſea and land, employed 150,000 men, beſides thoſe firſt-mentioned. All this wealth, ſays he, was gotten on our coaſts; while our attention was taken up in a diſtant whale fiſhery.

Sir William Monſon, after taking a review of the great commerce carried on by the Dutch, in various parts of the world, which he aſcribes chiefly to their fiſheries, proceeds thus: "There needs no repetition of any former relation; for truth has ſpoke it, which is ſo glorious of herſelf, that it needs no ſhade to give it better gloſs: in what follows I will demonſtrate

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ſtrate by the particular proceedings of the Hollanders in their pinks and buſſes, what certain gain they yearly raiſe out of them; and when experience, the mother of knowledge, ſhall make it apparent to you, I hope you will remember what you are, and how eaſy you may make yourſelf and country by it.

"From the Texel in Holland to Braſound in Shetland, an iſland belonging to his majeſty's dominions in Scotland, is two hundred thirty and odd leagues, whither there reſort the 22d or 23d of June well nigh 2000 fiſhing veſſels. The 24th they put to ſea, being prohibited till that day, and a penalty upon the breaker thereof, holding the herrings till then unſeaſonable to ſalt, for their fatneſs.

"Every one of theſe veſſels that day directs its courſe to find out the ſhoal of herrings, like a hound that purſues the head of a deer in hunting: when they have laden their buſſes, which is ſooner or later, as they find the ſhoal of herrings, they preſently return home for Holland, and leave their herrings aſhore to be there repacked, and from thence immediately to be ſent into the Sound (the Baltic), where they receive them for a great dainty.

"The buſſes having thus diſburthened themſelves in Holland, once more furniſhed with victuals, caſks, and ſalt, they repair to ſea to look out the ſhoal they had formerly left; and then finding them, and filling them once again, they do as they did before, return to Holland.

"Nor thus ceaſing, the third time they repair to the ſhoal, as aforeſaid; and in their three fiſhings, computing with the leaſt, they take to the number of 100 laſts of herrings, which being valued at ten pounds the laſt, which is not ſeventeen ſhillings a barrel, will amount to 1000 pounds ſterling each ſhip.

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"Many times this fishing fleet is attended with certain vessels called yawgers, which carry salt, casks, and victuals, to truck with the busses for their herrings, and carry them directly into the Sound, without returning into Holland; for it is a matter of great consequence and gain, to bring the first herrings into the Sound; for there they are esteemed as partridges with us, at their first coming; but now of late years the Hollanders are prohibited by the state, carrying or trucking away their herrings, till they first land them in Holland; which will prove the more commodious to us."

Sir William proceeds next, to state thee xpence of a buss of seventy tons from the stocks, with the price of her nets, tackling, salt, victuals, casks, men's wages, and other particulars: likewise of a pink of forty tons, for the white fishery. He also draws a comparison between the West India trade and the British fisheries, wherein he uses various arguments to prove that the latter branch is, upon the whole, more important than the former, and merits the first attention of the British government. "You will wonder," says he, "being born a subject of England, and casting your eyes upon the gainful soil of the land, that you never conceived what the sea afforded: I confess it were impossible for you to live in that ignorance, if it did not appear by the ensuing discourse, how you, your country, and especially the princes of these realms, have been abused, and the profit thereof concealed.

"What better light can we have for this work, than from our nearest and intimatest friends the Hollanders? who, by their long travels, their excessive pains, their ingenious inventions, their incomparable industry, and provident care, have exceeded all other nations in their adventures and commerce, and made all the world familiar with them in traffic; whereby we may justly attribute to them, what the Chinese assumed to themselves, that only they have two eyes,

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the Europeans but one, and all the reſt of the world none. How can this better appear than out of their labours and our fiſh only?

"They have increaſed the number of veſſels; they have ſupplied the world with food, which otherwiſe would have found a ſcarcity; they have advanced trade ſo abundantly, that the wealth of ſubjects and the cuſtoms of princes have found the benefit of it; and laſtly, they have thus provided for themſelves, and all people of all ſorts, though they be impotent and lame, that want employment, or that are forced to ſeek work for their maintenance.

"And becauſe their quantity of fiſh is not to be vended in their own provinces, but to be diſperſed in all parts of Europe, I will give you an account of it, as it hath been carefully obſerved and taken out of the cuſtom-houſe books beyond the ſeas.*

"In four provinces within the Sound, viz. Koningſberg, Melvin, Stetin, and Dantzick, there are vended in a year betwixt 30 and 40,000 laſts of herrings; which will amount to more than 620,000 pounds; *and we none.*

"Denmark, Norway, Sweden, Leiſland, Rie, Regel, Narpe, and other towns within the Sound, take off above 10,000 laſts, worth 160,000 pounds.

"The Hollanders ſend into Ruſſia above 1500 laſts of herrings, ſold at 27,000 pounds; *and we not above thirty or forty laſts.*

"Stode, Hamburgh, Bremen, Embden, and upon the river Elbe, in fiſh and herrings above 6000 laſts, ſold at 100,000 pounds; *and we none.*

"Cleveland, Juliers, up the river Rhine, Frankfort, Cologne, and over all Germany, in fiſh and herrings near 22,000 laſts, amounting to 440,000 pounds; *and we none.*

* This account is equally curious and intereſting, as it points out the markets then exiſting and which ſtill remain, though in a leſſer degree.

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" Gelderland, Artois, Hainhaut, Brabant, Flanders, and the archduke's countries, 8 or 9000 laſts, ſold at eighteen pounds the laſt, amounts to 160,000 pounds ; *and we none*

" At Roan in Normandy, 500 laſts of herrings, ſold at 10,000 pounds ; *and we not* 100 *laſts* ; there commonly ſold for twenty, and ſometimes thirty pounds a laſt.

" Beſides what they ſpend in Holland, and ſell there to other nations, the value of many hundred thouſand pounds.

" Now having perfected the valuation of the Hollanders fiſh, caught in our ſeas, and vended into foreign countries, our ſhame will manifeſtly appear, that of ſo many thouſand laſts of fiſh, and ſo many hundred thouſand pounds in money made by them ; we cannot give account of 150 laſts taken and vended by us.

" The Hollanders are no leſs to be commended, in the benefit they make of the return of their fiſh ; for what commodity ſoever any country yields in lieu thereof, they tranſport in their own veſſels into Holland, where they have a continual ſtaple of all commodities brought out of the ſouth, from thence ſent into the north and the eaſt countries : the like they do from out of the north into the ſouth, their ſhips continually going and bringing ineſtimable profit ; like a weaver's ſhuttle, he caſts from one hand to another, ever in action, till his gain appear in the cloth he makes.

" But the greateſt navigation of theirs, and of moſt importance to their ſtate, for maintenance of ſhips of burthen and ſtrength, is into the Streights, from the port of Marſeilles, along the coaſt as far as Venice. During theſe eighteen years laſt paſt they have ſo increaſed their navigation ; whereas before they had not above two ſhips to five of ours within the Streights, within the ſaid eighteen years they are able to ſhew ten of theirs to one of ours, and merely by the trade of

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of fiſh; for true it is, that there is no commodity in the world of ſo great bulk and ſmall value, or that can ſet ſo many ſhips of burthen to work.

"The principal work I am at, is how to undertake the Hollanders with our own weapons, and how to equal them with pinks, buſſes, and other veſſels, till we be made partners with them in the fiſhing; not out of envy to their labours; or to revenge diſcourteſies: only we will ſeek to do what nature dictates, viz. *to enjoy and make uſe of our own*, by the countenance of our bleſſed king, that in juſtice gives all people their right and due.

"I preſent you not with toys to pleaſe children, or with ſhadows of untruths; for I know truth to be ſo noble of itſelf, that it makes him honourable that pronounces it; and that an honeſt man will rather bear witneſs againſt friendſhip than truth. I have made it appear with what facility the Hollanders go through with the *golden mine* of theirs, which they ſo term in their proclamation extant: I make proof that their buſſes and pinks are built to take fiſh; that they fill themſelves thrice a ſummer with fiſh; that this fiſh is vended and eſteemed as a precious food in all the parts of Europe; and that the return thereof gives them means to live and breathe: without which they could not.

"It is manifeſt that fiſh has brought them to a great ſtrength both by land and ſea, and fame withal, in maintaining their inteſtine war againſt ſo great and potent an enemy as the king of Spain.

"And if all theſe benefits appear in them, and nothing but ſhame and ſcorn in us, let us enter into the cauſe thereof, and ſeek to amend it; let us labour to follow their example, which is better than a ſchool-maſter to teach us. Nothing is our bane but idleneſs, which ingenders ignorance, and ignorance error; all which we may be taxed with; for to a ſlothful man nothing is ſo eaſy, but it will prove difficult, if it be not done willingly.

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" There are but two things required in this work; that is to ſay, a will to undertake it, and money to go through with it, which being found, we will place charity to begin at home with ourſelves, before we yield it to our neighbours; and then this buſineſs will appear to be effected with more benefit, more ſtrength, more renown, more happineſs, and leſs expence, than Hollanders have or can go through withal. Time is the moſt precious experience; and you ſhall find that time will cure our careleſſneſs paſt, that reaſon could not hitherto do.

" The inſtruments by which the Hollanders work, are their veſſels of ſeveral kinds, as I have declared, not produced out of their own country; for it yields nothing to further it, but their own pains and labour.

" Their wood, timber, and planks to build ſhips, they fetch out of divers other places; and yet are theſe no more available to undertake their fiſhing and navigation, than weapons are without hands to fight. Their iron, hemp, cordage, barrel-boards, bread and malt, they are beholding for to ſeveral countries; and if at any time out of diſpleaſure they be prohibited the tranſportation, they are to ſeek a new occupation, for the ſtate fails.

" Comparing their caſualties and inconveniences with ours, you ſhall diſcern the advantage and benefit God has given us, in reſpect of them; for all the materials formerly repeated, that go to their ſhipping, England yeilds moſt of them, or in little time the earth will be made to produce them in abundance; ſo that we ſhall not need to ſtand upon the courteſy of our neighbours, or to venture the hazard of the ſea in fetching them.

" Whereas all manner of people, of what degree ſoever in Holland, have commonly a ſhare, according to their abilities, in this fiſhing; and that the only exception amongſt ourſelves, is the want of money to undertake it, you ſhall underſtand how God and nature have provided for us; for I will apparently

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rently anſwer the objection of money, and caſt it upon the ſluggiſhneſs and ill-diſpoſition of our people, who if they will take away the cauſe of this imputation, they ſhall take away the offence due to it, and by which we are ſcandalized.

"In the objection of lack of money to ſet on foot this work, it would ſeem ridiculous to ſtrangers that behold the wealth and glory of this kingdom, with the ſumptuous buildings, the coſtly inſide of houſes, the maſs of plate to deck them, the daily hoſpitality and number of ſervants to honour their maſters, and their charitable alms diſtributed out of their ſuperfluities. And, to deſcend to people in particular, if they behold the bravery of apparel vainly ſpent, the rich and curious jewels to adorn their bodies, and the needleſs expences yearly waſted, they would conclude, that it was not want, but will, that muſt be our impediment."

After enumerating the various natural productions raiſed in England favourable to the fiſheries, Sir William enforces his favourite theme, by ſundry nautical remarks, all of them proving, beyond a doubt, the ſuperior advantages which the natives enjoy from their local ſituation; and the riches yet in ſtore, from this inexhauſtible ſource, to all Britiſh ſubjects, who ſhall ſearch after them.

"All the ſhoals (ſays an anonymous author), appointed by the immutable decree to poſſeſs the firths and bays on the eaſt ſhore of Britain, come into the German ſea by the eaſt ſide of Shetland, and that not many leagues from the ſhore; as thoſe appointed to ſpawn on our north and weſt bays of Scotland, which are much the greater numbers, ſwim by the weſt ſide of it.

"But theſe natives of our Scots bays in the German ſea ſwim cloſe by the ſhore, which is the reaſon they cannot eſcape, and are ſo broken that they never come in confirmed ſhoals, or great bodies, to their ſpawning beds, any year the Dutch can conſtantly

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keep at ſea the months of June and July. For how is it poſſible to eſcape 5 or 600 miles of nets that every night ſtrain every foot length of water five or ſix leagues from the ſhore?

"Every Dutch buſs has a large mile length of very deep nets dragging after him every night from ſun-ſet to ſun-riſing. There are about 6 or 700 of them come now generally out; the conſtant ſtation of all theſe is the eaſt coaſt of Shetland: they never go further than four or five leagues from the ſhore; yea, I have ſeen them fiſh within half a league. The nearer the ſhore, ſo that there is water deep enough to keep their nets from the bottom, they fiſh the better: for the herrings that make their courſe to the eaſt coaſt ſwim cloſe by the ſhore; for no compaſs more juſtly directs the ſhip to her port, than the leaders of that innumerable army of herring guide their body to the particular bay or firth natural to them, and they directly make for.

"They many years make two or three loaded returns; and this laſt ſummer (1728), though our few buſſes came home almoſt empty, I am credibly informed, the Dutch, after ours came away, carried two or three freights home, though it is certain the ſtorminess of the ſummer hindered their fiſhing the true right herring on the coaſt of Shetland; but the latter end of the year, by their good patience, they ſtaid out the bad weather, and though they did not fiſh the good fat herring they commonly uſed, in the proper ſtation for ſuch herring, they followed the herring, picked up their loadings of ſpent big-bellied ones on the coaſts of Caithneſs, Buchan, Banff, and all the Murray Firth. Any was better than going home empty handed.

"It was happy for our ſhallow waters, or firth-fiſhing, the ſummer was ſo bad, that the Dutch could not fiſh on the eaſt coaſt of Shetland, to take, break, or divert the ſhoals, that by the command, and unalterable decree of the firſt omnipotent *fiat*, are

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are appointed constantly to keep that very route to come to our shores, and propagate their kinds. For since the French, in Queen Anne's reign, burnt 5 or 600 Dutch busses in one day, we had not so many herrings in our firths and bays on the east coast of Scotland, as we had this year."

Mr. Grossett, a gentleman of Dutch descent, hath the following remarks, in a pamphlet on the growth of the Dutch States, and the causes thereof.

"If we pay the least attention to the original state of the Dutch fisheries, or by what means they raised themselves to their present state of opulence, we shall find that they were absolutely nothing more than mere fishermen, who had collected themselves, into a small body, from different quarters, and lived in huts, erected upon a spot then called Damsluys, which still retains its name; but to the astonishment of travellers, when inquired for, will be found in the centre of the famous city of Amsterdam; which, though originally nothing more than a poor fishing hamlet, now pretends to dispute consequence with the first trading city of the known world—London.

"Early in the twelfth century, their progress was so great, that the Harlemers and Waterlanders became jealous of them, embraced a frivolous opportunity of joining John VI. Count Florent, attacked the poor fishermen, and totally destroyed their habitations to the very foundations. In 1300 they found themselves re-assembled in a considerable body, on the old spot; and in 1342 they obtained a renewal of their privileges from the then reigning Count Florent, William IV. In 1346, the lordship of that domain devolved to the Earls of Holland by marriage, since which they have increased by degrees to their present pitch of undoubted opulence.

"The great increase of people in process of time obliged them to seek new fields of employment. Of

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Of courſe, none could be more eligible than the fiſhery which they diſcovered on the coaſts of Ireland, and weſtern iſlands of Scotland. * This branch they ſtuck cloſely to, till the Engliſh diſcovered the Whale Fiſhery, in Queen Elizabeth's time. From 1598 the Engliſh carried on that branch unrivalled till 1612, when the Hollanders ſent their firſt ſhip to Spitſbergen, or Greenland, in hopes of reaping a part of the benefit of that moſt beneficial diſcovery. The Engliſh claimed the property as the firſt diſcoverers, and would not allow the Dutch to fiſh thereabout, or have any ſhare in ſo profitable a trade. The conteſt run high, and ſundry bickerings enſued between the ſhips of both nations. At length the ſtates general, unwilling to give offence to king James, ſent a deputation to England, to treat upon the ſubject of the freedom of the fiſhery: the king avoided giving any abſolute deciſion in point of right; yet at the ſame time his majeſty not encouraging the Engliſh merchants to diſturb the Dutch, it remained a matter undetermined, and both parties went on fiſhing as before. Soon after the Danes, Hamburghers, and French, began, and have ever ſince continued to fiſh in thoſe ſeas.

"The Dutch have found ſo eſſential an intereſt in the continuance of fiſheries, that they do give

* Mr Groſſet is under a miſtake in making the weſt ſide of Britain the ſeat of the Dutch herring fiſheries. A few families were permitted to ſettle, as before obſerved, on the Lewis Iſland, and were afterwards driven away. The great Dutch fiſhery was formerly, as it is at preſent, carried on upon the eaſt ſide of the Shetland Iſlands, from whence the buſſes ſometimes follow the herrings down the channel, till want of ſtores, or other circumſtances, obliges them to return to the grand rendezvous off Braſſa Sound, in Shetland.

If the north-weſt coaſts of Scotland be unfavourable for a Dutch fiſhery, that of Ireland is much more ſo. Voyages from Holland by the Pentland Firth to the coaſt of Donnegal would require, upon an average, three or four weeks, beſides unavoidable dangers; while thoſe to the Shetland Iſles may be performed, almoſt with any wind, in ten or twelve days at fartheſt.

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every poſſible encouragement to the proſecution of them. By inattention, we loſt the ſway in the Greenland fiſheries, though the firſt diſcoverers: and, by negligence, we have ſuffered the Dutch to raiſe immenſe fortunes from our ſhores, by the herring fiſheries. Their uninterrupted poſſeſſion of that lucrative branch of traffic, was what originally gave birth to their now general commercial intercourſe, and conſequence, with every trafficking quarter of the world. OUR SEAS WERE THEIR ORIGINAL MINES, as acknowledged by the Dutch, and may be ſeen on the face of one of their proclamations for the encouragement of the fiſheries, bearing date, anno 1624; they there call it their GOLDEN MINE, from which they have long derived a ſtaple commodity, to barter againſt articles which other nations had to ſpare."

Sir Lucius Obrien juſtly obſerves, "that ſince the firſt eſtabliſhment of the herring fiſhery, the Dutch have enjoyed the principal part of it; to this they ſtand indebted for their freedom, having thereby been enabled to contend ſucceſsfully with the richeſt monarch and moſt powerful nation in Europe, and not only to defend themſelves, but during the courſe of a long war to beautify their country, fortify their cities, eſtabliſh a powerful marine, and fix colonies in the moſt diſtant parts of the world; and in the midſt of all theſe expences to increaſe daily in wealth and ſplendour; and therefore it is not without reaſon that, by order of the ſtates, it is inſerted in the daily prayers offered up in their churches, that God would be graciouſly pleaſed to bleſs their land, and to preſerve to them the great and ſmall fiſheries.

"The French too have benefitted themſelves exceedingly by this trade, and yet theſe nations are obliged to ſeek their fiſh on our coaſts, by a long and expenſive navigation in large ſhips, while Providence bringeth them even to our doors;

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doors; it might be expected we ſhould be able to take them at a much leſs expence by boats, and cure them more perfectly on our ſhores; and yet his majeſty's ſubjects have not yet been able to eſtabliſh this fiſhery effectually, probably from the poverty and neglect of the north-weſt parts of Scotland and Ireland, to both of which countries every year comes as great an abundance of herrings, as to any part of the world; while the wretched inhabitants have neither a ſtock of ſalt ſufficient to ſave even what they can catch, nor a ſufficient number of barrels to pack them in."

Of the Eaſtern Fiſheries.

The herring fiſheries along the eaſtern ſhores of Scotland, though leſs conſiderable than thoſe on the coaſts of Shetland, would, with proper attention, be of great national benefit. The northern fiſhery is almoſt entirely engroſſed by foreigners; that upon the eaſtern ſhores might employ our own people, afford relief to the inhabitants, and become a conſiderable article of foreign commerce. A fiſhery near home may alſo be carried on with greater expedition, and with leſs expence and hazard, to the parties concerned.

But though the whole line of coaſt from Caithneſs to Berwic is the occaſional reſort of herrings, in their autumnal voyage ſouthward, yet there is not, in this courſe of 300 miles, (including the Murray Firth) a fixed or ſtationary fiſhery, ſuch as that at Yarmouth, Donnegal, and Gottenburgh, where the herrings arrive almoſt to a certainty, and generally at the ſame period of time. The ſhores on the eaſtern ſide of Scotland, which have been moſt generally explored, and have produced the greateſt quantity of herring, are thoſe of the Forth, and the Murray Firth. The banks of the Forth, and

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the ſhores of that great river where it falls into the ſea, were in ancient times the chief theatre of the Scottiſh fiſheries. The coaſts of Fifeſhire, and the Lothians, were full of towns, inhabited by a race of experienced fiſhermen, and intrepid ſeamen, who navigated the mercantile trade of the kingdom, who manned its ſhort-lived navy, fought the Engliſh with deſperate bravery, and rendered their country reſpectable amongſt foreign nations. But thoſe populous diſtricts being ruined by Cromwell, the inhabitants, thus deprived of their property, ſhipping, ſtores, and utenſils, loſt their ſpirit, as well as their abilities; the fiſheries, the towns, and the coaſting trade, gradually declined, and all reſemblance of former times vaniſhed from the eye.

The white fiſheries were carried on by ſmall buſſes, from 15 to 30 tons burthen, with cloſe decks, and one maſt that ſtruck; upon this maſt one of their nets lay drying in the night-time, while they rode by the other; put out in head to catch herring for bait, when they were at the white fiſhing, and thus, during moderate weather, lay ſnug in the water.

About the beginning of March, theſe buſſes went to the white fiſhery, on the coaſts of the Orkneys: they ſalted their fiſh in the hold; and, when the weather was dry, they put them aſhore, and dried them on the beaches and rocks. They returned in May to the Forth, and waſhed the ſalt out of their mud-fiſh, and dried them on their own beaches and ſtages at home, then ſold them, partly for home conſumption, and partly for exportation. About the eighth or tenth of June, they took in their large nets, ſalt, and caſks, and ſet out to the fiſhing of deep water herrings, in the ſeas frequented by the Dutch. When they had catched as many as their ſmall holds could conveniently ſtow, beſides their fiſhing equipage and ſtores, they run to the coaſt, put theſe aſhore, took in a freſh ſupply of nets, ſalt, and caſks, and continued fiſhing till

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till the end of July; then returned home, ſhifted their nets again, and fiſhed acroſs the opening of the Forth from Fifeneſs to Eyemouth, ſo long as the ſeaſon continued. Here they generally met with ſucceſs, and gave certain intelligence to the open boats (of which they were uſually ſharers) where to lay their nets for the herrings, near the ſhore in ſhallow water. When this fiſhing was over, the ſame buſſes, with a freſh ſtock of nets, ſailed by the Pentland Firth, to the Hebride fiſhing, and there remained among the lochs and bays of Sutherland, Roſs and Inverneſs ſhires, till Chriſtmas, then returned home, and laid up their buſſes to be repaired: while theſe bold men, who had undergone incredible fatigues and dangers, inſtead of loitering idly at home, went out immediately in open boats, fiſhed upon the coaſt till March, and thus, by conſtant practice, incredible fatigues and danger, became the hardieſt and moſt expert fiſhers in Europe.

The herring fiſhing in the Forth, by open boats, was thus conducted. The boats belonged partly to the buſs fiſhermen above mentioned, but the greateſt number belonged to ſhip carpenters, and other perſons on ſhore, who built and equipped them purpoſely to become adventurers in the trade. Two or three fiſhermen collected ſix or ſeven landmen, to make up the crew for this fiſhing, which was called a dreve, which ſignifies a drove. Every fiſherman had, for the moſt part, one net of his own; but the reſt of the nets were taken in from the net-makers, and other individuals, as ſharers in profit and loſs during the ſeaſon. One perſon was appointed to keep their ſtock-purſe, to lay in proviſions, and to receive the money for all the herrings ſold. When the fiſhery was over, they made up their accounts: the expenditure on proviſions, ſtock, and accidents, was deducted from what

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what they called the whole head, and the remainder was divided into eight or nine ſhares, called deals. The proprietor of the boat drew one deal, every man half a deal, and every net half a deal; and if there happened to be a layman or two in the boat, who never were at the fiſhing before, theſe were called boys, and drew only the quarter of a deal, for their firſt year.

From 6 to 800 boats were thus employed in the Forth, and many thouſand barrels of herrings were annually exported, beſides ſupplying the home demand. The coaſt fiſhing on the Murray Firth was conducted on the ſame plan, governed by the ſame regulations, and proportionably beneficial to that populous, though remote part of the kingdom. It employed from 5 to 700 boats of a leſs conſtruction than the former, and each boat had ſix or ſeven men. The general utility of theſe two fiſheries may be thus ſtated: They gave employment to a conſiderable number of perſons of both ſexes, and of all ages, as ſeamen, landmen, ſhip-builders, coopers, net-makers (which is chiefly performed by women, children, and old people, incapable of any other work), rope-makers, ſail-makers, blackſmiths, ſalt-makers, colliers, carters, day labourers, &c. They ſupplied the neighbourhood with cheap food, extended commerce to the amount of 60 or 100,000l. annually, and employed ſhipping to various parts of Europe.

As a nurſery of ſeamen for the royal navy, we ſhall ſuppoſe the Forth to have employed, upon an average, 700 boats, having nine men each. 6300

And, that the Murray Firth employed 600 boats, having ſeven men each } 4200

Experienced ſeamen, and men advancing in that line - - - 10500

Theſe fiſheries, though at preſent in a low ſtate, barely deſerving the name of a national object, may,

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may, I have been informed, through various reſpectable channels, be extended to any degree,* and alſo the deep water fiſhery, to the diſtance of twenty

* Among the many obligations Scotland owes to the learned and humane Thomas Pennant, eſq. may be reckoned his ſtimulating a ſpirit of inquiry into ſuch works of nature and art, as tend to illuſtrate the hiſtory of that country, and to aſſiſt the antiquary in his inveſtigations. Of the numerous correſpondents who thus embarked in the laudable deſign of communicating their obſervations through the channel of Mr. Pennant's publications, was, the Rev. Mr. Cordiner, miniſter of the Engliſh chapel at Banff; and that gentleman, encouraged by the reſpect paid to his communications and drawings, publiſhed, in 1780, a moſt entertaining work, entitled, *Antiquities and Scenery of the North of Scotland, in a Series of Letters to Thomas Pennant, Eſq.* The favourable reception of this volume by the public, prompted the author to circulate propoſals, for publiſhing in numbers, *Views of Remarkable Ruins and Romantic Proſpects in the North of Scotland.* I had received ſo much ſatisfaction in peruſing the former work, that on ſeeing the firſt number of the latter, I tranſmitted ſome obſervations to the author, which I thought might be uſeful to him in the progreſs of his work. His anſwer came to my hands while I was drawing up the above account of the eaſtern fiſheries; and as he had peruſed what I had formerly publiſhed on theſe ſubjects, he favoured me with the following intereſting and ſeaſonable intelligence.

"In the Murray Firth, herrings, at times, make their appearance in ſuch plenty, as might become a valuable acquiſition to the coaſt, could the fiſhermen afford to have nets in readineſs againſt the periods of their arrival; and, had they knowledge of the methods of aſcertaining, more accurately, their being on the coaſt, it is probable we ſhould find it more frequently the caſe than it is at preſent apprehended. In ſome ſeaſons, off Troup-head, about ſix miles eaſt from this, the ſhoals of herrings have been found ſo crowded, that the fiſher boys, by putting ſeveral hooks back to back, and ſinking them with a bit of lead, in pulling them up through the ſhoal of herrings, ſeldom failed to bring up numbers.—What a treaſure would a herring net have been to them!——

"There was another thing which I propoſed to the board of truſtees, and which they were inclined to favour, had they not been abridged of their power and finances, by the reſtoration of the forfeited eſtates. In examining the progreſs of manufacturers in this and the neighbouring counties, I found that their perfection in the weaving of damaſk or figured linen, was greatly retarded by their total ignorance of the principles of drawing, and want of taſte for elegance of deſign. At the ſame time the tradeſmen

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20 miles from the coaſt, where the herrings are larger and fatter than thoſe taken in the Forth, or near the ſhores, and are nearly equal to the herrings taken in deep lochs of the weſt Highlands. This eaſtern fiſhery is therefore to be conſidered as producing herrings of two different qualities, the large and the ſmall, and requiring two different modes of regulation. The deep water fiſhery is to be carried on by buſſes or decked veſſels, from 20 to 80 tons burthen, who ought to be at the Shetland iſlands early in the ſeaſon, and attended by quick ſailing veſſels to run with their firſt prime herrings to Edinburgh, London, Hamburgh, Bremen, Copenhagen, and other cities where ſuch herrings bring a high price. While their firſt cargoes are thus in the market, the buſſes may continue the fiſhery down the channel till the end of the ſeaſon, and in this manner the markets will be conſtantly fed with freſh ſupplies, greatly to the benefit of the merchant, the fiſhers, and the labouring poor, along the whole coaſt.

I have not been able to diſcover any regiſter or authentic liſt of the number of decked veſſels fitted out from the eaſtern coaſt, previous to the year 1750; thoſe ſent out on the bounty ſince that period have been very inconſiderable. There is no data, therefore, on which to form a conjecture reſpecting the number that might be ſucceſsfully employed from this part of the kingdom. Were certain impediments removed, and encouragements given, the adventurers would be enabled to meet the Dutch and Swedes at foreign markets on equal terms, or nearly ſo, by which the ſale would be conſiderably encreaſ-

were altogether unable to be at any expence in teaching even the moſt ingenious children to draw; and young artiſts might be found among them, who afterwards would probably be able to make a figure in advancing the finer parts of manufactures, ſuch as printed linens, the above mentioned damaſks, &c."

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ed: men poſſeſſed of adequate capitals, relying on the aid of government, and the proſpect of a permanent demand, would chearfully embark in the buſineſs, and purſue it with firmneſs, through all its viciſitudes of profit and loſs. Upon this ſuppoſition I conjecture that three hundred buſſes would, in a ſhort time, ornament theſe eaſtern ſhores: diffuſing unſpeakable benefits amongſt half a million of people.

Reſpecting the number of boats that might at the ſame time be employed in the ſhallow water fiſhery, a more poſitive calculation may be formed, not only from former eſtimates, but alſo from the abſolute certainty of an inland ſale, which would increaſe proportionably to the extenſion of manufactures, population, and foreign trade, for which theſe coaſts are moſt admirably adapted, in the comparative fertility of the country, the abundance of coal, ſalt works, and harbours; the eaſy communication with London, the Baltic, Germany, Holland, and Flanders; but eſpecially from the very ſingular induſtry of the people, was that induſtry permitted to expand, inſtead of being depreſſed; which every real friend to his country moſt devoutly wiſhes. Suppoſing therefore, that all obſtructions to the fiſheries, and manufactures, ſhall be removed, the number of ſtout boats may very ſoon amount to 3000.

Conſequently, the eaſtern fiſheries will employ

300 buſſes from 20 to 80 tons, navigated upon an average with 15 men each, for the moſt part, able ſeamen —	4500
3000 large boats, built after the Scarborough manner, each carrying upon an average 5 men and a boy —	18,000
Experienced ſeamen, and perſons advancing in that line — —	22,500

Of obſtructions, bounties, foreign markets, and other particulars, which equally concern the fiſheries

fiſheries of the kingdom in general, I propoſe to ſpeak hereafter. One circumſtance however, requires to be mentioned in this place. Though the arrival of the great body of herrings on the coaſts of Shetland be certain, and almoſt to a day, yet the movements of the leſſer bodies or detachments, and their arrival on the ſouthern ſhores, are, as before obſerved, extremely uncertain. Some years they ſeem to forſake the coaſt almoſt entirely; other years they arrive in ſuch quantities as to occupy a ſpace of ſeveral miles; but the time and place afford matters for ſpeculation only. During this ſuſpenſe, a few ſmall boats venture out, in all kinds of weather, to explore the ſhore—they return unſucceſsful—ſet out again on the ſame deſign—and are again unfortunate in having ſeen no herrings. The towns on the coaſt begin to deſpair—freſh attempts are made with no better ſucceſs—the fiſhermen having loſt much time in theſe fruitleſs purſuits, return chagrined to their ſtarving families, and finally abandon the buſineſs for that ſeaſon.

But theſe diſappointments of the poor fiſhermen are comparatively trivial to the diſtreſſes of thoſe perſons who have provided a ſtock of ſalt and caſks, in the ſanguine hope of a ſucceſsful fiſhing. Great, alſo, is the loſs ſuſtained by the labouring people, eſpecially in ſeaſons of ſcarcity, which are frequent in that country. At ſuch times, herrings and potatoes would be a ſeaſonable relief to thouſands of numerous families, whoſe joint earnings at the wheel and the loom, do not exceed 6 or 7 ſhillings weekly, upon an average of the whole year.

Here therefore, the community, the merchant, and the ſtate, ſuſtain a negative loſs, not from natural cauſes, but an ill-judged parſimony by which a few hundred pounds are ſaved at the expence of tens of thouſands.

The herrings, though frequently undiſcovered by the poor people who paddle along the ſhores, con-

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tinue invariably their courſe ſouthward, as appears from their periodical arrival on the coaſt of Yarmouth, a land which projects far into the ſea, and thus intercepts both the ſhallow and deep water ſhoals, where they may be taken every ſeaſon in great abundance.

Therefore, to inſure a certain annual fiſhery on the eaſtern coaſts of Scotland, it would be expedient to ſtation a double line of cutters from one extremity of the kingdom to the other; viz. four ſmall cutters to be employed, without intermiſſion, in dragging the ſea to the diſtance of ſix miles from the ſhore; and four larger veſſels employed in the ſame manner, and to extend the line from the ſmall veſſels to the diſtance of thirty miles due eaſt from land.

The herrings uſually keep at ſome diſtance from the coaſt in July and Auguſt, and it is at this time only that the fiſhers follow them in the open ſea. About the end of Auguſt, and until the middle of September, they come into ſhallow water, where they remain for ſome time in the bays and inlets of the coaſt, and this is termed the ground drave.

Theſe circumſtances being authenticated by the Dutch and Scottiſh fiſhermen, would facilitate the buſineſs of the cruiſers, and render the eſcape of the ſhoals almoſt impoſſible. The ſtations of the veſſels might be off the Murray Firth, Peterhead, Montroſe, and Dunbar. Every diſcovery ſhould be immediately communicated in writing, ſigned by the maſter, with the particulars and dates, to the magiſtrates of the town that could be firſt made, though ſuch town ſhould lie beyond the line of their cruiſe ſouthward or northward. Such intelligence ſhould alſo be notified to the inhabitants by the town bell, and expreſſes ſent in writing, and ſigned by the magiſtrates, to all the adjacent towns on the coaſt.

Of

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Of the Weſtern Fiſhery, including a Review of the Regulations as the Law now ſtands, with their Operations and Effects upon the Fiſheries, and thoſe concerned therein. Alſo, a Retroſpect into the Proceedings of the Commiſſioners of the Revenue in Scotland; their Interpretation of the Law in certain Caſes; and the Fees impoſed on the Fiſheries; with other Particulars.

Of the Non-payment of the Bounty.

Having brought down the hiſtory of the eaſtern fiſheries to the preſent time, it is now propoſed to reſume the ſubject of the weſtern fiſhery, from the period when the Britiſh company abandoned their enterprize, and ſold their veſſels and materials.*

It hath been obſerved, that in the years 49-50, government, to encourage the herring fiſheries, whether carried on by companies or individuals, granted a bounty of 30 ſhillings per ton on the buſſes employed therein; and that, in 1757, it was found expedient to extend that bounty to 50 ſhillings. Upon the ſtrength of ſuch encouragement, and relying on the punctual payment thereof, the enterprizing ſpirit of the weſt country exerted itſelf to the utmoſt; ſtrained every nerve; bid defiance to the inclemencies of the ſevereſt weather; the dangers of the turbulent Atlantic; and thus maintained their ground, and extended the fiſheries, after all attempts in other parts of Scotland had totally failed.

The number of buſſes increaſed with aſtoniſhing rapidity; the nets, and all the apparatus of the fiſheries, were every year improved; the men became more expert in navigating thoſe difficult ſeas, and in taking, and curing the herrings.

The demand to Ireland, the Weſt Indies, and for home conſumption, was great. A fiſhery thus carried on by a perſevering people, ſtimulated by quick

* Which brought them only 7½ per cent. of their capital.

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ſales, and ſupported, apparently, by liberal bounties, aſſumed for a time, every appearance of national, and individual benefit. But theſe flattering appearances were of ſhort duration: the incitements held out by government proved fallacious and ruinous to all thoſe who had turned their attention and capital to that buſineſs.

The bounty granted by parliament was tolerably well paid till the year 1766, and the adventurers, whoſe circumſtances in general admitted of no delay, had till then, either obtained payment in a few months, or got their bounties diſpoſed of to bankers at 5 to 7½ per cent. diſcount. But, on the return of the fleet in January 1766, ſuch of their owners as had the misfortune to reſide in Scotland, were thunder-ſtruck on finding they could neither receive payment of the bounties, nor prevail on any banking companies to diſcount them at any price; while their companions in the ſame fiſhery from the weſtern coaſts of England, were paid at ſight. * The Scottiſh adventurers were told that the fund appropriated for paying the bounties within that kingdom was already anticipated for ſome years, and no money could be paid till the prior bounties were diſcharged.

Theſe perſons had, by their induſtry, perſeverance, and the aſſiſtance of friends, increaſed the number of buſſes between 1762 and 1768, from 17 to 261. The aggregate burden amounted to 12,476 tons; the number of perſons whom they had drawn into their ſervice, from idleneſs, indigence, the ſpade or the plow, and who were now become expert ſeamen, was 2881.

From this deduction and ſtatement, the reader may eaſily conceive the bad policy of thus overturning a buſineſs of ſuch conſequence to the ſtate,

* The Engliſh bounty was paid from the general revenue of the nation; while the payment of the Scottiſh bounty was iſſued from one branch only of the revenue in Scotland; which, falling ſhort of the demands made upon it, left the poor fiſhers of that kingdom without remedy.

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to the ſugar iſlands, and to thouſands of perſons who now depended upon this branch, at home. The ſhock occaſioned by the diſappointment was not only felt ſeverely by perſons immediately concerned in the fiſhery, and who had ſtretched their credit to their utmoſt limits; but alſo by their neighbours, friends, and kinſmen; by merchants, coopers, blackſmiths, and other perſons who had aſſiſted them in the various operations and diſburſements of the buſineſs. The unexpected ſtroke fell particularly heavy upon thoſe claſſes of men, who build and navigate our ſhips; who fight our battles, protect our commerce, and defend our coaſt. From the ſame cauſe, alſo, hundreds of perſons, whoſe induſtry would otherwiſe have been loſt to the public, now ſaw themſelves deprived of that comfortable ſubſiſtence which their labours had recently procured. The old and the young, perſons of both ſexes, and at either verge of life, who, though unable or unqualified for other labours, found employment in ſpinning hemp, net-making gutting, packing, and other branches which the fiſhery affords.

Such were ſome of the conſequences to various deſcriptions of people, from inattention, or ill-judged policy, in withholding the trifle which thoſe induſtrious and uſeful members of the community had a right to expect. But the miſchief did not end here. The nature of a fiſhery requires a long preparation in a variety of expenſive articles, as ſhipping, boats, nets, caſks, and ſalt. Nearly 261 buſſes had in 5 years been raiſed, through an exertion ſcarcely to be exceeded by any body of people in thoſe ſtations of life, and under the ſame ſcanty circumſtances. Theſe veſſels being in 1766 engaged in a promiſing fiſhery, and the bounty, till then, having been well paid, a new fleet was conſequently on the ſtocks; timber, pitch, tar, ſails, cordage, and ſalt were provided, commiſſioned, or on ſhip-board.

The coopers had made, and were employed, al-

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moſt day and night in making, from 50 to 60,000 barrels; every department were buſily engaged in their reſpective branches.

It would be difficult to enumerate all the channels of expenditure into which the adventurers, and all perſons depending on that buſineſs, had further embarked for extending the fiſhery; neither can we form an eſtimate of the aggregate amount. But though we cannot aſcertain, with preciſion, the poſitive expence of works then going on, we way draw ſome inference, and form a probable conjecture, from a ſtatement of the expences of 261 buſſes already afloat.

The building a buſs of 60 tons, and equipping her for the fiſhery in boats, netting, &c. coſts the owners, excluſive of caſks, ſalt, proviſions, and mens wages, 709l. conſequently, the prime coſt of 261 buſſes, beſides occaſional repairs, and freſh ſets of nets, amounted to	185,049
As preparations were then making for proſecuting the fiſhery with redoubled vigour, and upon the moſt extenſive ſcale, we cannot conjecture the poſitive diſburſements, and the engagements in which thoſe venturous men had again embarked, at leſs than —	100,000
	£. 285,049
To this ſtatement may be added the real or apparent loſs, ſuſtained by the individuals of Campbeltown, who, from the year 1750, when the bounty was firſt granted, had upon ſpeculation, built many expenſive houſes of ſtone, lime, and ſlate; which loſs, operating in various ways amongſt a great number of perſons, could not be leſs than	50,000
	£. 335,049

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Here therefore was a ſum far exceeding general conjecture, of which one part was poſitively ſunk, and the other part in a train of being expended on a property wherein the proprietors had ſufficient reaſon to rely, till the ſtoppage of the bounty; when this property ſuddenly fell in value, became a dead ſtock, and could neither be ſold nor transferred on any conditions.

Univerſal dejection, complaints, and murmurs pervaded the whole weſtern coaſts of the kingdom; a general ſuſpicion, every man of his neighbour, friend, or brother, ſucceeded to mutual confidence and reciprocal good offices. The payment of the bounty, even at any diſtant period, became doubtful. In the mean time, numbers of thoſe men who had unfortunately embarked in expenſive undertakings upon the faith of parliament, unable any longer to pacify their creditors, found themſelves reduced to the ſad alternative of public bankruptcy, a jail, or of flying to a country deſtined to become the aſylum of the unfortunate, the injured, and the oppreſſed from all parts of theſe kingdoms, and of Europe.

The more affluent or fortunate number, who had been able to diſcharge their engagements, ſeeing themſelves ſtill in poſſeſſion of the veſſels and materials, were obliged to ſtruggle with the fiſhery againſt all impediments, or ſuffer the buſſes to rot in the harbours. The intreaties of the idle, the indigent, the widow and the fatherleſs, who depended on this buſineſs for daily ſupport, contributed alſo to quicken the reſolves of the owners, who, during the four ſucceeding years, fitted out the following number of buſſes, on the ſuppoſed Scottiſh bounty, beſides a number of veſſels who repaired to Whitehaven, to clear out on the Engliſh bounty, then regularly paid.

In 1767	—	—	—	263
1768	—	—	—	202
1769	—	—	—	89
1770	—	—	—	19

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The patience and abilities of the adventurers being now completely exhauſted, and the old bounty ſtill unpaid, the ſcene of diſtreſs which operated amongſt all orders of perſons exceeded that of any former period.

Every man was eager to transfer his property, upon any terms, to avoid the horrors of a jail; many veſſels were attached and ſold at half their value; and happy was he who could aſſign over his bounty certificates at a diſcount ſo low as 30 per cent. Many of the adventurers thus ruined and undone, found it neceſſary to contemplate new objects whereby themſelves and their families might be ſupported. In this manner, the Britiſh fiſhery begun in 1750, under the vigorous ſupport of government, was at the expiration of 20 years, almoſt annihilated, with the loſs of 4 or 500,000l. to the ſubjects of the two kingdoms, while foreigners were gaining that ſum annually by the fiſheries of the Scottiſh ſeas, with which they ſupplied Europe and the Weſt Indies.

During this melancholy ſtate of the buſineſs, certain perſons thought of an expedient which ſoon after took place, and again revived the hopeleſs, dejected mind. Experience had convinced the fiſhers that a ſmall bounty well paid, was preferable in its operation, to a nominal large bounty, withheld for a ſeries of years, and at length producing only 70 per cent. They accordingly made a propoſal to accept 30 ſhillings per ton inſtead of 50; which being agreed to by government, the 50 ſhillings bounty was declared to ceaſe, and in lieu thereof, a bounty of 30 ſhillings was to commence in 1771, and to be punctually paid from the Scottiſh revenue at large, upon producing authenticated certificates that the reſpective claimants had in all caſes faithfully conformed to the regulations ſpecified in the ſtatute.

The effects of regular payments may be ſeen in the annexed table, wherein it appears that between 1770, and 1776, the number of buſſes on the Scot-

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tiſh bounty had encreaſed from 19 to 294. The fiſhery was carried on in ſummer, as well as in winter. The money received from the merchants and the exchequer circulated through every bay, lake, and channel; extended to the cabins of the interior parts, and reached the moſt diſtant iſlands, when an unexpected event, co-operating with the ſcantineſs of the bounty, once more involved theſe devoted men in a ſeries of hardſhips and misfortunes. This was the American, and afterwards, the French, Spaniſh, and Dutch wars; a ſevere and unexpected ſtroke, unparalleled in former wars, and it is hoped will never again happen at any one period of time. All ſupplies of ſtaves, tar, ſalt, and other materials, were nearly cut off, and roſe to an exorbitant price; which, with the neceſſity of an enlarged capital, rendered the buſs fiſhery a loſing trade to all thoſe, without exception, who were unhappily engaged in it.

The riſe in the price of certain articles was thus,

	Before the war,			During the war.		
Spaniſh and Portugal ſalt per buſhel —	0	1	6	0	3	0
Barrels for herrings	0	2	6	0	5	3
Tar per barrel —	0	8	0	2	2	0
Beſt hemp per cwt. weight	1	14	0	2	6	0

While ſeamens wages, proviſions, and various materials, roſe to a height unknown in any former period. The fiſhery of courſe declined, and though we are now at peace with mankind; though the bounty is now regularly paid; the number of buſſes fitted out in 1783, amounted only to 153; and this leads to an enquiry whether there do not exiſt certain obſtructions to this, and all other Scottiſh fiſheries, which it would be expedient to remove.

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Of the Time of Clearing Out.

It hath been obſerved, that the arrival of the herrings on the coaſt of Shetland is certain and almoſt to a day, on or before the 22d of June, when the buſſes and yawgers of various nations are ready to receive, and forward them without delay, to their reſpective countries.

Such hath ever been the foreſight, expedition, and wiſe policy, of the Dutch in particular; while, on our part, the nature and buſineſs of the fiſheries have been ſo little underſtood, or ſo ſhackled by miſrepreſentation and unneceſſary reſtraints, that almoſt every ſtatute relative to the Hebride fiſhery, however well intended by the legiſlature, has, in a greater or leſſer degree, defeated its own purpoſe.

We have alſo obſerved, that the Dutch follow the eaſtern ſhoals without ceaſing, in their migrations from the Shetland iſlands ſouthward; and we have likewiſe recommended the ſame practice to the Britiſh buſſes fitted out on that ſide of the kingdom, by which we may, as Sir William Monſon obſerves, "undertake the Hollanders with our own weapons; and equal them with pinks, buſſes, and other veſſels; till we be made partners with them in their fiſhery." It is now propoſed to ſtate the diſtinction between the eaſtern and weſtern fiſheries, and to ſuggeſt ſuch amendments as ſeem beſt adapted to the latter, the conveniency of the adventurers, and the merchants trading to the Weſt Indies.

The paſſage to Shetland from Holland, Hamburgh, Denmark, and the eaſtern ſide of Great Britain, is through an open ſea, uninterrupted with iſlands, rocks, or far projecting capes; inſomuch, that

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that in moderate weather, it is uſually performed in a few days. On the other hand, the paſſage from Greenock, Port Glaſgow, and other towns on the Clyde, is attended with ſuch hazards, expences, damages, and delays, that it is ſeldom attempted; and therefore the adventurers, inſtead of proceeding to the North Seas, which, upon an average, would take up more time than a voyage to Newfoundland, wiſh to clear out for the Hebrides, Loch Broom, and other openings upon the coaſt of Inverneſs and Roſs ſhires, where, in the ſummer and autumn, they would fall in with the ſhoals, as they advance towards the ſouth. It might, therefore, be ſuppoſed that the laws had been ſo framed or explained, as to enable the weſtern fiſheries to be on the ſpot in due time to avail themſelves of the offered bounty, and to follow the ſhoals through all their wanderings, amidſt that Archipelago of three hundred iſlands. The people underſtood, that the ſtatute paſſed in 1771 had this in view, and that theſe words, "and ſhall be at the place of rendezvous of the ſaid fiſheries, *on or before the twenty-ſecond day of June, for the eaſt coaſt; and on or before the firſt day of October, for the weſt coaſt*," gave them a diſcretionary power of clearing out at ſuch times, between the twenty-ſecond of June and the firſt day of October, as might be moſt ſuitable to their reſpective circumſtances. They accordingly prepared to clear out, and be at the place of rendezvous agreeable to the expreſs conditions of the ſtatute; but great was their ſurpriſe, when they were informed by the commiſſioners of the revenue at Edinburgh, that thoſe who ſailed *before the firſt day of October*, would forfeit all title to the bounty. The whole coaſt was alarmed; every man adviſed with his neighbour upon a proceeding ſo ſingular and extraordinary. They referred to the act; pleaded upon the

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the obvious interpretation thereof; repreſented the diſtreſſes, ſhould the bounty be withheld, to their families, their creditors, and all the deſcriptions of people who had depended upon the words of the legiſlature. Still greater was their ſurpriſe, when an explanation of the words *on or before* was demanded from council, and they were anſwered, that *on or before*, meant *on and not before*.*

In this manner were thoſe uſeful members of ſociety thwarted and perplexed by the ſervants of the public, contrary to the intention of government, and the ſpirit of the law. But, however juſtly they might ridicule this explanation, there was no remedy or redreſs. "Sir, if you do not comply with the law, as explained by our council, you ſhall not be entitled to any bounty," was the language, or rather the jargon of oppreſſion, under which this fiſhery ſtruggled till 1779, when the adventurers triumphed over theſe perſons, by virtue of an act, empowering them to be at the place of rendezvous any time between the firſt day of Auguſt, and the firſt of October in each year.

But even the law itſelf is ſtill defective in this reſpect. Experience and obſervation have diſcovered that the herrings are fiſh of paſſage; that at one time they direct their courſe by the mainland, and at another, by the iſlands; that the period and place of their appearance, depend much on the ſtate of winds and weather; that as they ſwim near the ſurface, the other elements as well as the ſea, have great influence upon their motions, as thunder and lightning, by which they are greatly affected. Theſe conſiderations, therefore, afford unanſwerable arguments in favour of a free, diſcretionary power to

* Printed memorial of the adventurers in the Britiſh white herring fiſhery.

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the fiſhers reſpecting the time of clearing out, and the deſtination of the buſſes. Thoſe men are, and ever will be, the beſt judges of time and place.

The herrings in their movements pay no regard to acts of parliament; they are governed generally by the laws of nature, and partially, or accidentally, by the elements and ſeaſons. They come and go, appear and diſappear, agreeable to theſe circumſtances. Their movements are alſo governed in ſome meaſure, by the tides, currents, bays, and headlands of the Hebrides. By theſe they are hurried on, kept back, and driven from ſhore to ſhore; ſometimes filling the lochs of the mainland, at other times crowding upon the coaſt of the Long Iſland, at the diſtance of forty miles weſtward. As they invariably follow a ſouthern courſe, after leaving the Shetland Iſlands, they reach the Hebrides in July, and keep preſſing forward amidſt this intricate labyrinth, till the beginning of September, when they go into deep water; or in other words, when the great body of the herrings have reached the Iriſh ſeas.

Freſh ſhoals appear in November, and continue till January, when they become uſeleſs for commerce; but whether theſe herrings be the remains of the former ſhoals in their return from the circumnavigation of Britain and Ireland, or a new migration from the frozen regions, is a matter of uncertainty.

The knowledge of real importance to mankind, reſpects the time of arrival, of ſojourning, and departure of the herrings. Thoſe circumſtances being fully aſcertained, it is, or ſhould be, the object of the buſſes to be on the fiſhing grounds before the ſhoals have reached the Hebrides; completely equipped for taking and curing; accompanied, at the ſame time, with quick ſailing veſſels, for the purpoſe of conveying the herrings to the ports of the Clyde, where the Weſt India ſhips wait impatiently

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tiently their arrival. Therefore, inſtead of limiting the departure of the buſſes to the firſt of Auguſt, it would be expedient to ſay, *any time after the firſt of June*, and totally to aboliſh all diſtinctions of a ſummer and winter fiſhery, leaving the buſſes in full poſſeſſion of the ſeas, and in the free liberty of following the herrings from place to place; of returning home, going out a ſecond time, and in all reſpects a diſcretionary power to act as their reſpective views, and circumſtances may dictate.

Of the Places of Rendezvous.

By the ſtatute of 1750, the buſſes, after being examined at the reſpective ports from whence they cleared out for the Hebride fiſhery, were to rendezvous on or before a ſtipulated day, at the port of Campbeltown; a reſtriction without an object, though attended with inconveniencies, expence, and frequently great delays in the outward-bound voyage, by which the ſeaſon was waſted or loſt, the adventurers injured, and the Weſt India veſſels unneceſſarily detained from proſecuting their voyages. The port of Campbeltown, lies at the diſtance of ſixty miles from Greenock, and though in the track of the buſſes to the Hebrides, no veſſel would ſtop there unleſs driven thither by ſtorms or contrary winds.

After a ſhip hath got her clearance, and is fairly in the open ſea, ſhe ſpreads and adjuſts her ſails to the winds then blowing, and to all the variations thereof, eagerly embracing every favourable gale, and thus ſtretches on towards the deſtined port, without the loſs of a day or even an hour, on the part of the mariners. This ſcrupulous regard to time, is not always owing to the importance of an hour or a day, which in ſome voyages is of little conſequence, but to the hazards of unfavourable winds or weather, by which a veſſel that goes into a port with a view to turn out next morning, may be detained in ſuch

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ſuch port, during a period equal to the time in which ſhe might have completed a ſhort voyage, had ſhe kept in the open ſea. This is particularly the caſe with all veſſels which put in at Campbeltown. The bay is capacious, ſafe, and abundantly deep for veſſels of any burden; but the entrance is ſo remarkably narrow that no veſſel can get out with a ſtrong head-wind, and conſequently the whole fleet of buſſes, by putting in at that place, are obſtructed in their voyage; and ſhould the wind check about before next day they run the chance of being detained from one to two or three weeks. In the mean time 1000 men or upwards are living in idleneſs, conſuming the proviſions, and otherwiſe incurring expences, to the detriment of their families and the owners; while the ſeaſon is exhauſted, and the herrings are moving from the ſhores.

The inconveniencies of limiting the place of rendezvous to this port were, conſequently, repreſented to government, and in the ſtatute of 1778, it was left to the option of the adventurers to rendezvous either at Campbeltown or Stranrawer. From the latter place veſſels can get in or out almoſt with any wind, and the bay or loch is alſo commodious and ſafe. But notwithſtanding the natural advantages of this bay, (known by the name of Loch Ryan) the buſſes found no great relief therefrom.

Their courſe to the Hebrides is by the Cape of Cantire; which having doubled, they proceed due north. Campbeltown, the place of rendezvous appointed by the former act of parliament, is ſituated near the extremity of this cape, and conſequently in the direct track of the buſſes to the place of their deſtination. Whereas Stranrawer lies at the diſtance of forty miles ſouth-eaſt of the cape, and the ſame number of miles out of the courſe of all veſſels bound from the Clyde to the Hebrides. To make this intelligible to our Engliſh readers, let us ſuppoſe that a number of veſſels cleared out annually

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from London to the herring fishery off Yarmouth, upon a bounty—that to be entitled to this bounty, they were required to rendezvous upon a fixed day in Ramsgate harbour, at the mouth of the Thames; but, upon a representation of the difficulties and delays in making that harbour, and also in getting out of it, parliament should pass an act whereby the vessels might have it in their option to rendezvous at Ramsgate, or if the winds did not serve for that harbour, they might steer for the port of Calais, on the opposite side of the channel, shew themselves to the custom-house officers of that port, and from thence return to the fishing grounds off Yarmouth.

The case of the busses from the Clyde is exactly similar; they must either stop their course, however fair the winds, and put in at Campbeltown, or bear away to the extent of forty miles out of the track of the fisheries, to which they must again return through the same navigation. Whoever, therefore, advised government in the framing these laws, knew little of the nature of maritime affairs; neither were those laws necessary in any respect whatever. The vessels fitted out at Campbeltown and Stranrawer, rendezvous at those places only; may not also, the vessels fitted out at Greenock, Port Glasgow, Rothsay, and other ports of the Clyde, rendezvous at their respective ports, each of which being accommodated with a custom-house. If the rendezvous of the busses hath any meaning or object, it is this; that the custom-house officers shall have free permission to go on board, examine the size of the respective vessels, their nets, and number of men; which is nothing more than a repetition of what had been done upon clearing out, and is therefore unnecessary, or may be rendered so by an amendment in the act, ordering a second examination by his majesty's

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jesty's cutters, at any time or place while the vessels are upon the fishing grounds, as at Brassa Sound, Loch Broom, or the Long Island; by this all evasion of the law would be impracticable, and the purposes of government effectually answered, at no expence or delay to the parties concerned. It is therefore proposed, that the practice of a general rendezvous at Campbeltown, or elsewhere in the West Highlands, do cease, and that every vessel after having cleared out, shall be permitted to proceed directly to the fisheries.

Of the Delays, Dangers, and Losses arising from the Passage by the Mull of Cantire.

But all the various inconveniencies and discouragements above enumerated are trivial, when compared to the delays, hazards, damages, loss of vessels, cargoes and men, in the outward and homeward navigation by the Mull of Cantire. By Cantire is meant, a narrow peninsula, which stretches forty miles from the mainland of Scotland, in a southern direction, till it approaches within twenty miles of the county of Antrim in the north of Ireland. By this narrow passage between the two kingdoms, all the shipping of the Clyde pass to and from the West Highlands, the Hebrides, and the Atlantic.

The distance from Greenock to the promontory or cape, which terminates this peninsula, usually called the Mull of Cantire,* is above sixty miles in a south-

* *Mull*, or, as it is called by the Highlanders, *Moil*, seems to be the Gallic term for cape, and hath been adopted by the Lowlanders in two instances only, viz. the Mull of Cantire, and the Mull of Galloway, the two southern extremities on the west side of the kingdom.

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weſt direction; but if we include the courſe of ſhipping thither, the iſlands to be avoided, the tacks and evolutions occaſioned by contrary winds, and lee-ſhores, we may eſtimate the voyages from Greenock upon an average, at eighty miles each; which eighty miles, being a circuitous navigation, that muſt be made good on the oppoſite ſide of the cape, till the veſſels have got ſo far northward as to be on a line with Greenock, the place from whence they ſet out, occaſions an extra navigation of 120 miles; or 240 miles outward and homeward, to every veſſel or boat paſſing from the Clyde to the Weſt Highlands. The loſs of time, the expence in proviſions and ſeamens wages in performing this voyage, muſt be obvious to every reader; while a conſideration of ſtill greater importance remains to be mentioned. As there are no lands between this cape and America, and the prevailing winds being generally from that quarter, acroſs an ocean of 3000 miles, the collective force of theſe winds, and the weight of the Atlantic, fall with the moſt tremendous and awful velocity on the cape; which, had it not been compoſed of ſolid rock, muſt have yielded, long ſince, to thoſe raging elements. Veſſels, therefore, whether outward or homeward bound, but more eſpecially the former, are frequently under the neceſſity of taking ſhelter in ſome commodious port, creek, or bay, till the ſtorms abate, till the winds prove favourable, and the paſſage becomes practicable. For, unleſs the wind be moderate as well as fair, the buſſes and other ſmall veſſels dare not proceed; and thoſe who are hardy enough to make the attempt in rough weather, frequently founder in the croſs and rapid tides that run at the cape; and add very conſiderably to its dangers.

Nor are theſe the only difficulties that the buſſes have to encounter in this navigation. The wind that favoured the voyage down the Firth of Clyde, becomes,

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becomes, consequently, adverse, after having doubled the cape, when the vessels have to steer in an opposite direction, and to encounter new toils and hazards.

Thus, the Hebride fishery, though an object of great importance, not only to that country, but to the support of the sugar islands, labours under every possible difficulty; and as all the hopes of the adventurers, depend on a speedy fishery, and a quick sale, nothing can prove more discouraging than the impediments and uncertainty of this circumnavigation. Was the western navigation shortened, and these dangers and delays cut off, the adventurers would be enabled to bring their fish to market in proper time, which, from the above mentioned causes, cannot be accomplished at present with any degree of certainty. Ships, it is well known, often wait several weeks in the ports of the Clyde for the arrival of the herrings, and are frequently obliged to sail without them. Thus the adventurers lose their market for the season; the merchants lose their freights, the planters their supply of provisions, and the unhappy negroes their regular support. Soon after the departure of these ships, the busses which had been detained on the west-side of the cape by unfavourable weather, arrive, not singly, but in fleets, which occasions a glut in the home market, greatly to the prejudice of the adventurers in general; while some are totally disabled from continuing the business.

Against such a multiplicity of evils, nature hath fortunately provided a remedy, in forming a short isthmus across the peninsula of Cantire, which admits of an inland passage, whereby this long and difficult navigation may be avoided.

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Of the Reſtriction which prohibits the Buſſes from purchaſing Herrings from the Highland Boats.

It ſeems evident, from tradition and hiſtory, that the French and Spaniards frequented the Hebrides in very early times, where they trafficked with the natives for fiſh. By this, may be underſtood that the Scots were the fiſhers, and that foreigners were the carriers.

It is probable, that this fiſhery was carried on by little open boats or birlins, ſuch as the Highlanders generally uſe at the preſent day. The Scottiſh legiſlature, in later times, laboured to enforce a more effectual and extenſive mode of carrying on the fiſheries, by obliging not only the royal boroughs, but alſo the nobility and principal gentry, to fit out buſſes and pink boats for the fiſheries throughout the whole kingdom. Though the Hebrides and the oppoſite ſhores, far removed from the ſeat of government, were, it may be ſuppoſed, ſcarcely within the reach of thoſe laws, yet we find certain regulations in the reign of James III. reſpecting the Hebride fiſhery. Each boat in Scotland paid a certain quantity of fiſh to the crown, which compoſed a part of the hereditary revenue. Part of this duty was farmed by the family of Argyle, who alſo had a juriſdiction annexed, for regulating the fiſhing, between the Pentland Firth and the Mull of Galloway, and puniſhing thoſe who treſpaſſed againſt the laws.

This juriſdiction included what is properly named the Hebride or Weſtern Fiſhery, the thoroughfare, if it may be ſo called, of the great weſtern ſhoal of herrings, in their annual tour from the Shetland iſlands to Ireland, which, in the opinion of ſome writers, they environ, and from whence they return by the oppoſite channel, in the ſame manner as the eaſtern ſhoals environ Great Britain, and return north by the weſtern channel.

There

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There was alſo an inland fiſhery on this ſide the Mull of Cantire, promiſcuouſly called the Clyde, or Lochfine fiſhery, becauſe theſe copious waters communicate with each other, and with ſundry inferior lakes, as Loch Long, Loch Strevan, Gare Loch, the Hele Loch; the whole being the occaſional reſort of ſmall detachments of the herrings from the main body in their ſouthern courſe.

This inland fiſhery was chiefly carried on by the inhabitants of Glaſgow, Dunbarton and Airſhire, till the reign of Charles II. when the royal Britiſh company, of which the king was a partner, built a large houſe and cellars at the bay of St. Lawrence, now called Greenock, ſituated 22 miles below Glaſgow, which they made the ſeat of their trade and exports. When the company diſſolved in 1684, their buildings at Greenock were purchaſed at public ſale by the magiſtrates and town council of Glaſgow, who were proſecuting the Clyde fiſheries with great ſpirit and perſeverance, by boats built after the manner of little galleys: each boat had four men, and twenty-four nets, every net being ſix fathoms long, and one and a half in breadth, which nets being joined together, made a conſiderable length for ſuch narrow waters. Of theſe boats 900 were frequently employed. The fiſhing began on the 25th of July, when the herrings were obſerved to come from the ſea, and continued till the 25th of December. The boats or draves, being under no reſtrictions whatever, generally made three fiſhings in the ſeaſon. A part of the herrings were ſold to the inhabitants, ſome were made into red herrings; but the greateſt quantity was exported to different parts of Europe, particularly to France, the antient ally of the Scottiſh nation. In 1674, there were exported to Rochelle 1700 laſts, or 20,400 barrels, beſides conſiderable exports to other towns in France, to Sweden, Dantzick, and different parts of the Baltic. One Gibſon, a merchant at Glaſgow, cured and packed in one year 3600 barrels.

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which he ſent to St. Martins in France, and brought brandy and ſalt in return. Another merchant of the name of Anderſon, firſt imported white wines into Glaſgow, which he procured in exchange for his herrings. But the Clyde fiſhery decayed after the union, owing partly to the duties on imports and exports, cuſtom-houſe fees, and other clogs upon commerce, in conſequence of that treaty, by which the French market was loſt, and the friendſhip of that nation alienated. Other cauſes may alſo be aſſigned for the decay of this fiſhery; particularly the failure of the herrings, which are now ſeldom found in any conſiderable quantity; the growth of the Newfoundland fiſhery; and laſtly, the riſe of the trade to America, which diverted the capitals of the merchants to new channels, and gave full employment to the ſeafaring and labouring people on the Clyde. The demand, however, from Ireland, Stockholm, and the Weſt Indies, kept the fiſhery alive, though in a very limited degree, and in this ſtate it remained till the year 1750, when government adopted a new method of reviving the Britiſh fiſheries in general, by means of bounties. This encouragement would have enſured ſucceſs to the buſs fiſhery, had not the liberality of government been counterpoiſed by the checks before ſtated, as well as thoſe that remain to be mentioned.

By the bounty laws, the buſſes were prohibited from purchaſing herrings from the Highland boats, on penalty of forfeiting the bounty; and inſtead thereof, they were to fiſh for the herrings themſelves, till the expiration of three months from the time of their clearing out, unleſs they had ſooner completed their loading. This reſtraint was a grievous hardſhip to the poor natives, whoſe fiſheries were thus limited to their own conſumption; and the ſupply of the thinly inhabited wilds of their neighbourhood. It ruined their fiſhery, diſcouraged induſtry, and left theſe unhappy people ſolely at the mercy of every

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every ſuperior who might chooſe to oppreſs them in all their operations by land and water.

This law, which ſeems to have been dictated by perſons of no nautical knowledge, was equally diſcouraging to the proprietors of the buſſes on the weſtern ſide of the kingdom. The object which government had principally in view by theſe bounties, was the raiſing a numerous body of intrepid, hardy ſeamen, ſkilled in the principles of practical navigation, who might be ready upon every emergency to man the royal navy. With this view it was judged expedient to oblige the buſſes to remain on the fiſhing grounds during a given period, and there to be employed in the exerciſe of fiſhing.

It hath already been obſerved that there are two methods of taking the herrings. Firſt, the floating fiſheries, by conſtantly dragging the ſea, under ſail, as practiſed by the Dutch. Secondly, the ſtationary or ground fiſheries, upon the ſhores, bays, or lakes, where the buſſes caſt anchor, and remain paſſive during the whole period of the fiſhery, which is performed in the following manner. Every buſs hath one, two, or three ſmall boats and a proportionable number of men and nets. From theſe boats the nets are ſuſpended and hauled in ſucceſſively, between ſun-ſet and day-light next morning, when the men, fatigued and drenched in wet, board their reſpective buſſes.

This method of fiſhing, therefore, inſtead of training ſeamen, ſubjects the men to unneceſſary hardſhips, the veſſels to various accidents, the owners to burdenſome expenditures in proviſions, liquors, and wages, while the merchants or purchaſers are equal, if not greater ſufferers, by the delays occaſioned through this tedious method of procuring cargoes. And, it is alſo certain, that though the buſſes are thus detained upon a ſedentary fiſhery, they ſeldom return home with more than half their loading; whereas

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whereas a permiſſion to purchaſe herrings, as well as to fiſh, would enable the veſſels to return earlier, and with better cargoes, to the mutual benefit of all parties concerned, from the poor half-ſtarved Highlander upon the ſhores of the Hebrides, to the equally wretched being who toils under the burning ſun of the Weſt-Indies.

Since therefore, the mere act of fiſhing, while the veſſel lies at anchor, is extremely diſcouraging to that branch in every reſpect, as well as to individuals of all deſcriptions; and, ſince it is likewiſe evident, that this reſtraining method anſwers no beneficial purpoſe to government, it would be expedient to allow thoſe people a free diſcretionary power to take, to purchaſe, or do both; and in every reſpect to act as circumſtances may dictate for their own intereſt.

All the purpoſes of government are effectually anſwered *in the voyages to and from the fiſhing grounds*. No ſeas between the two extremes of the earth are better adapted for training mariners; inſomuch, that the Hebride fiſhery may be juſtly ſtyled the ſchool of navigation. In a voyage to America, or the Cape of Good Hope, the veſſel follows one courſe; and as the winds keep moſtly in one direction, the ſails are ſet, and the men remain inactive, or nearly ſo, after leaving Ireland, till they approach the diſtant land. But in a voyage from the Clyde to the uſual reſorts of the herrings on the north-weſt ſhores of Scotland, the veſſel no ſooner clears one cape, than another appears; which, to weather, is moſt generally attended with difficulties and hazards: the helm muſt be in the hands of an experienced ſeaman; the ſails and rigging require unremitting attention; the men are conſtantly in motion, ſtruggling and toiling without ceaſing, day and night: and ſo hazardous and fatiguing is this navigation through the winter, when the frequent hurricanes threaten deſtruction on every ſide, that the ſafe return of the buſſes ſeems miraculous to

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men who have ſpent their lives in the mercantile ſervice, or the royal navy.

The ſeamanſhip acquired in theſe narrow channels would be ſtill further promoted by permitting the veſſels, inſtead of lying at anchor in the lochs, to load and carry home at pleaſure, becauſe the ſame veſſels would have a chance of making two or three voyages in the ſeaſon, inſtead of one. This is the method obſerved by the Dutch: Some veſſels ſend home their cargo by yawgers that attend the fiſheries for that purpoſe; while others, are their own carriers.

"The inſtant the buſſes have diſcharged their cargo, they are refitted for ſea; and as the herrings make an annual tour round Great Britain, experience has taught the Dutchman where to proceed on his ſecond voyage, and to be ſure of his game. While the buſſes are out on their ſecond voyage, the proprietors on ſhore are buſy in taking out the fiſh packed at ſea, and repacking them with freſh pickle for exportation."

This is alſo the practice of the Iriſh buſſes, who being under no reſtraints, frequently make their cargoes in a few days, which they land at Belfaſt, Dublin, or Cork, from whence they return immediately for another cargo, and are again loaded with ſurpriſing diſpatch.

Thus the Iriſh, Dutch, and all nations who engage in the fiſheries, are enabled to go to market early, and ſucceſſively, while the Scots are detained at anchor in the lochs of the North Highlands till the markets have been ſupplied by their neighbours.

I ſhall cloſe this ſubject with a recent circumſtance which adds conſiderable weight to the arguments in favour of an unlimited fiſhery. The winter herrings generally frequent the coaſt of Donegal in Ireland during the months of October, November, December, and part of January; but in

1784,

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1784, they did not appear till the 30th of December, and then in one place only. Had the Iriſh fiſhery been under the ſame reſtrictions as that of Scotland, confined to a buſs fiſhing only, no great capture could have been made during the few remaining days of the fiſhing ſeaſon. But by means of 450 country boats, 300 buſſes were nearly loaded between the 30th of Dec. and the middle of January, which from the failure of the Scottiſh and Swediſh fiſheries, brought an extraordinary price, both for home and foreign demand.

Of the Reſtraints reſpecting the Iriſh Fiſhery, by the Commiſſioners of the Cuſtoms at Edinburgh, contrary to the Statutes.

As the great weſtern ſhoal of herrings falls upon the north coaſt of Scotland, and continues its courſe ſouthwards till interrupted by the coaſt of Donnegal in Ireland, nature ſeems to have intended this ſhoal for the joint benefit of both kingdoms, and conſequently, the reſpective inhabitants being the conſtituent members of the ſame empire, ſhould be allowed to follow the fiſhing from place to place, and in all reſpects to enjoy the ſame privileges and protection in their perſons and property.

This being the idea of the Scottiſh adventurers, they reſolved to follow and to take the herrings upon any part of thoſe extenſive ſhores; but the conſtruction put by the commiſſioners of the cuſtoms, upon the preſent exiſting laws for regulating the herring fiſheries, involved thoſe devoted men in new and unexpected calamities. It was declared that no herrings could be admitted to entry, either for home conſumption or exportation, that did not appear upon the oath of the maſter or owners to have been caught on the coaſt of Scotland, excluding by this means, all herrings taken or procured upon the coaſts of Ireland and the Iſle of Man.

The adventurers on the other hand, upon looking

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ing into the laws relative to the fiſheries, could not diſcover upon what grounds the diſtinction was made between herrings taken on the coaſts and bays of Scotland, and the coaſts and bays of Ireland and the Iſle of Man; nor were they able to trace the cauſes of this reſtriction, to any ſources in the leaſt degree connected with the ſecurity of his majeſty's revenue, or calculated to promote the increaſe of ſeamen, or any other political advantage connected with the honour or intereſt of the ſtate. But all remonſtrances in favour of the fiſheries, however well grounded, were in vain. The commiſſioners, who ſeemed to have ſet their faces againſt that branch, remained inexorable.

In conſequence of this perſevering obſtinacy, a paper was drawn up in 1783, under the following title: "To the right honourable the lords commiſſioners of his majeſty's treaſury; The humble petition of the convention of the royal boroughs in Scotland, in behalf of the merchants and others concerned in the white herring fiſhery."

This ſpirited conduct of the convention had the deſired effect, and in 1784, the commiſſioners of the cuſtoms at Edinburgh iſſued a circular letter, acknowledging that the acts of parliament, the XI. and XIX. of his preſent majeſty, gave the moſt unlimited ſcope for carrying on the herring fiſhery in any part of the Britiſh ſeas.

The words of the law are theſe: "And be it further enacted by the authority aforeſaid, That all and every perſon or perſons employed in the ſaid fiſheries, may fiſh in any part of the *Britiſh ſeas*, and ſhall have and exerciſe the free uſe of all ports and harbours, ſhores and forelands, *in Great Britain, or the iſlands belonging to the crown of Great Britain*, below the higheſt high water mark, and for the ſpace of 400 yards on any waſte or uncultivated land beyond ſuch mark within the land, for landing their nets, caſks,

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casks, and other materials, utensils and stores, and for erecting tents, huts, and stages, and for the landing, gutting, pickling, and re-loading their fish, and in drying their nets, without paying any foreland or other dues, or any other sum or sums of money, or other consideration whatever, for such liberty. And if any person or persons shall presume to demand or receive any dues, sums of money, or other consideration whatever, for the use of any such ports, harbours, shores, or forelands within the limits aforesaid, or shall obstruct the fishermen, or other persons employed in the taking or curing of fish, or drying their nets, in the use of the same, every person so offending, shall, for every such offence, forfeit the sum of 100l. to be recovered and levied in manner herein after directed. Provided always, that nothing in this act contained, shall extend to exempt the vessels or boats employed in the said fisheries from the payment of such harbour or pier dues as are, and by the law ought to be demanded for ships, vessels, or boats, in piers or harbours which are built or artificially made; but that such harbour or pier dues shall be paid, in like manner as the same were liable to be paid before the passing of this act."

The above extract is then fully inserted for the information of all persons concerned directly or indirectly with the fisheries, and who have no opportunities of perusing the acts of parliament at large. It shows the ardent zeal and attention of government, for promoting, by every possible means, that great national object; which, on the other hand, it hath been the uniform practice of certain revenue officers to depress; even to the counteracting the law itself, though expressed in such plain terms that a child of ten years old would comprehend it on the first glance.

One statute expresly says that the busses shall be permitted to depart for the fisheries *on or before the* 1st

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1st day of October. The revenue officers declared, *That, on and before, meaned, on, and not before.*

Another ſtatute expreſsly ſays, *That all perſons employed in the fiſheries, may ſit out for any part of the Britiſh ſeas, or the iſlands belonging to the crown of Great Britain.* But the licences granted by the revenue officers to the buſſes on clearing out, bore, *that ſuch a veſſel was to proceed to the North-weſt Highlands*; and the oaths adminiſtered on the ſufferance inwards, was, *that the herrings were caught on the coaſts of Scotland.* Thoſe who could not take this oath had the mortification to find themſelves deprived of the parliamentary bounty, as well as the drawback on exportation of the herrings, which government allows in lieu of the duty upon ſalt uſed in curing the fiſh. There was a wanton cruelty in theſe reſtrictions which thoſe only, who are acquainted with the weſtern coaſts, and the nature of the fiſheries, can fully comprehend. The herrings for ſome years paſt did not appear in ſuch quantities as formerly. In 1782, the coaſt ſeemed to be totally abandoned by the ſhoals; yet during theſe years they crowded upon the north coaſt of Ireland and the Iſle of Man, where the Scots were precluded from following them. Thus, though the ſtatutes are clear and decided, it would ſeem that their ſpirit evaporates in a journey of 400 miles; and the fiſhers are obliged to ſtruggle for a time under the ſpurious decrees of ſubordinate officers. Upon the whole, the loſſes and injuries, poſitive and negative, ſuſtained in conſequence of theſe reſtrictions, by the merchants, adventurers, carpenters, coopers, and thouſands of labouring people, cannot be eſtimated at leſs than 100,000l. beſides the injury done to the public, in thus counteracting the exertions of government for raiſing a body of men, on whom our commerce, our colonies, and even our exiſtence, as a free, imperial empire, depend.

Fees

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Fees exacted by the Revenue Officers—Expenſive Journies, and Attendancies of the Owners or Maſters of Buſſes, to, and at, the Cuſtom-Houſes, with other Particulars.

It hath ever been the policy of ſtates to form their fiſhery laws on the ſimpleſt principles; to adapt them to circumſtances and local ſituations; and, particularly, to guard againſt unneceſſary expences, vexatious attendancies, and cuſtom-houſe impoſitions.

The forms and papers at theſe offices in Scotland are, however, ſo numerous, perplexing and expenſive, to the owners or maſters of the buſſes, that many perſons who could fit out ſmall veſſels from 20 to 40 tons are diſcouraged from the attempt; and even thoſe who embark in larger undertakings are full of complaints on this head.

The fees on a buſs of 64 tons are thus:

	£.	s.	d.
To the collector and comptroller outwards and inwards — —	1	10	0
Bounty bond —	0	7	6
Duty on proviſions or ſtores — —	0	2	11
Land-waiter and ſurveyor — —	0	10	6
Coaſt coquet to Greenock with the herrings for ſale — —	0	2	6
Certificate of ſalt and herrings being landed — — —	0	1	6
Coaſt-bond — — —	0	7	6
Land-waiters at Greenock — —	0	2	6
Upſtair fees at ditto — —	0	4	6
Fees upon a cargo of 300 barrels, at 2d. each barrel — —	2	10	0
Salt-bond on exportation — —	0	7	6
Certificate for cancelling — —	0	1	6
Settling ſalt accounts annually —	0	10	6
	£. 6	18	11

Brought

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	£.	s.	d.
Brought over — —	6	18	11
Cumbra light-houſe — —	0	5	6
Greenwich hoſpital — —	1	8	0
	£. 8	12	5

To this we are to add the expences in journeys and attendancies at the offices; particularly the journey to Edinburgh for payment of the bounty, viz. from

	Miles.
Dunbarton — — —	58
Port Glaſgow — — —	64
Greenock — — —	66
Irwin — — — —	69
Air — — —	76
Saltcoats — — —	76
Rothſay — — —	80
Invereray — — —	115
Stranrawer — — —	126
Cambeltown — — —	177
Oban, and the South Hebrides upon an average — —	150
Stronaway, and the North Coaſt upon an average — —	250

Beſides the expences of theſe journeys, or commiſſion paid to agents, the perſon who receives the bounty at Edinburgh is probably ſubject to a payment of additional fees; which, with all the beforementioned diſburſements, may be eſtimated at 15l. and if to theſe we add the expences in the rendezvous, at Campbeltown or elſewhere as before ſtated, the total ſum of petty expenditures cannot upon an average be leſs than 20l. excluſive of the bonds, &c. for ſalt from year to year, exceeding credibility.

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Importance of the Weſtern Buſs Fiſhery—Difficulties of the Adventurers, ariſing from natural Cauſes—Expediency of increaſing the Bounty—Plan of a Bounty per Barrel on Fiſh taken, impracticable—A Boat Fiſhery recommended—The Means of eſtabliſhing it.

Having ſtated ſundry reſtrictions, which in the experiment have proved detrimental to the buſs fiſheries, and the poor natives of the Highlands, I am under the neceſſity of propoſing a 50-ſhilling bounty, as eſſentially requiſite to the reſtoration and permanent eſtabliſhment of that important fiſhery; as well as the improvement of the whole line of coaſt, with all the iſlands, lying between the Mull of Cantire and Cape Wrath.

This liberal ſupport, with the removal of certain obnoxious reſtrictions already mentioned, and others which remain to be mentioned, would place the weſtern fiſhers on an equality with thoſe of the neighbouring nations, and enable them to ſupply foreign markets as early as their rivals, and ſometimes earlier.

The encouragements given by other ſtates, and alſo the natural advantages which they enjoy, will be the ſubject of a ſeparate chapter; at preſent I ſhall chiefly confine myſelf to a comparative view of the voyages to and from the reſpective Scottiſh fiſheries, a ſubject which hath not hitherto been elucidated.

The voyage from the northern parts of the European continent, and alſo from the eaſt ſide of Great Britain, to Shetland, is attended with no great difficulty. The courſe is in a ſtraight line, through an open ſea, and the ſails being ſet, require no alteration (ſtorms and change of wind excepted) till the veſſel hath reached the fiſhing ground. This voyage being for a ſummer fiſhery only, is alſo favoured by the mildneſs of the weather, and the length of the day.

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Under these fortunate circumstances a Dutch vessel may set out, and prosecute her voyage with any wind; she hath ample sea room wherein to range at pleasure; and, though the winds may be unfavourable, yet she still proceeds, by means of tacking. All the difference therefore between a favourable, and an unfavourable wind consists, not in time lost by being obliged to take shelter in harbours, but the difference of time occupied in straight, or in cross sailing. The distance between Holland and the coast of Shetland is reckoned to be 600 miles. This, with most winds, may be performed in 6 or 7 days; with a strong wind a-head, it cannot require above 10 or 12 days. The voyage from the east coast of Great Britain is exactly similar, and may be performed from any part of Scotland in half the time: from the coast of Aberdeen, and the Murray Firth, in two days, at the utmost. When a vessel arrives at Shetland, she finds herself amongst an immense body of herrings, sends off her capture to the market, or returns with her cargo, by the same easy navigation.

So favourable for the fisheries is the situation of the eastern ports of Scotland. While those of Ireland, as Strangford, Portaferry, Downpatric, Carrickfergus, Belfast, Lerne, Londonderry, Inverbay, Killybeggs, Tillon, Rosses, Sheephaven, Donnegal, and Sligo, are within 24 hours sailing of the fisheries on the coast of Donnegal. Here also, as at the Shetland islands, the herrings are certain, and the busses expeditiously loaded.

Very different is the navigation, and fishery, of the West Highlands. This hitherto neglected division of Great Britain, presents a coast, taken in a direct line from the extremity of Cantire to Cape Wrath, of near 250 miles; and if to that extent, we add the numerous head lands to be doubled, the intervening islands to be evaded, the creeks or bays to which a vessel must frequently run for shelter, a

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winter voyage from Greenock, may, upon an average, require two or three weeks.

After the veſſel hath ſurmounted the difficulties and dangers of this intricate voyage, ſhe does not arrive at a certain fiſhery, where, as in Ireland, ſhe may load by her own boats, or thoſe of the inhabitants, in a few days. Though the migrations of the herrings to the North-weſt Highlands be certain, their arrival in one particular loch, bay, or iſland, is very precarious.

All have their turns. The loch that was crowded with fiſh one year, may be quite deſerted the following, and for many years after. Sometimes they fall in between the Mainland of Roſsſhire and the Long Iſland; at other times, they take a circuitous paſſage between the Long Iſland and the rocks of St. Kilda. When this happens, there can be no boat fiſhery, eſpecially in winter; neither is there any buſs fiſhery; thoſe veſſels not being accuſtomed to the Dutch method of a floating fiſhery, by following the ſhoals through the ocean: thus the Hebride fiſhery is, of all others, the moſt uncertain, expenſive and hazardous, on which account the parliamentary encouragement ſhould be adequate. In ſpeaking of this fiſhery, the following particulars may be uſeful to the adventurers. The young herrings always come in a body ſome time in June; their ſtay depends on the winds and weather. Thoſe which fall in between the Mainland and the Long Iſland, are wrought upon and directed, not only by the winds, but alſo by the large fiſhes, and ſometimes by the buſſes, in their cruiſers from place to place.

As the ſeaſon advances, the great ſhoals of full grown herrings appear on the coaſts moving ſouthward. If upon their approach, the weather happens to be ſtormy, and the winds from ſouth-weſt to north-weſt, the ſhoal, thus interrupted by a ſtrong head wind, crowds into the openings or lochs, and there

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there is every probability of a ſucceſsful fiſhery, either on the Lewis coaſt or that of the Mainland. But if the winds happen to be eaſterly, or within the eaſtern points, as is often the caſe towards the end of harveſt, there is little chance of a winter fiſhery, becauſe, as before obſerved, the herrings keep out in the main ocean. Nature, in this reſpect, gives the Iriſh fiſhers a manifeſt advantage over the Scots. The ſhoals, after having cleared the Scottiſh ſeas, whether their voyage hath been on this ſide the Long Iſland, or on the weſt ſide, have to encounter a ſtill more turbulent ſea, owing to the great weight and ſwell of the Atlantic being oppoſed by the lofty coaſt of Donnegal; which, with the jarring currents and tides, interrupt the progreſs of the herrings, who, fatigued and weak, are glad to take ſhelter in the openings or lochs of that coaſt. This circumſtance gives the Iriſh an abſolute certainty of an annual fiſhery, and that fiſhery being drawn towards one point, enables the adventurers to double the gains of their neighbours, and with leſs trouble, hazard, and expence.

Having thus ſtated the natural, as well as parliamentary diſcouragements and difficulties, attending the northern or Hebride fiſhery, an eſtimate of the expence and gains properly follows.

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Expences of a Veſſel of Sixty Tons Burden, fitted out as a Buſs for the White Herring Fiſhery.

To the ſhip-builder's account for the hold, at 5l. 15s. per ton				£. 345	0 0
To joiner's account, fitting up the cabin, making pumps, &c.	£. 21	10	0		
To blockmaker's account, paint, &c.	18	0	0		
To rope work account, for ſails, rigging, cables, &c.	160	0	0		
To ſmith's account, for anchors, &c.	22	10	0		
To ſpars for maſt, bowſprit, boom, &c.	25	0	0		
To three fiſhing boats, at 7l. 10s. each	22	10	0		
To compaſſes and furniture for cabin	8	10	0		
				278	0 0
Coſt of the veſſel				623	0 0

Out-fit of the above Veſſel as a Buſs to the White Herring Fiſhery as follows:

To 462 buſhels foreign great ſalt, making 11 laſts, at 4l. 10s. per laſt	45	0	0		
To 32 laſts herring barrels, at 50s. per laſt	80	0	0		
To 15,000 ſquare yards of netting, or 156 common herring nets, at 10s.	78	5	0		
To tailing for nets	4	4	0		
To buoys and bow-ſtocks	4	0	0		
	211	9	0		
To proviſions for 14 men 3 months, at 8d. per man each day	£. 42	10	0		
To ſpirits for men when at work	5	0	0		
To 13 mens wages for 3 months, at 27s. per man each month	52	13	0		
To the ſhip-maſter's wages, by the run allowed him	10	0	0		
To bond, and clearing out at the cuſtom-houſe	0	15	0		
	110	18	0		
				322	7 0
Coſt and out-fit for the white herring fiſhery of a veſſel of ſixty tons				£. 945	7 0

Suppoſing

Supposing the above Vessel to make one Half of her Cargo of Herrings Yearly, which has not been the Case for these Seven Years back, on an Average, the State of the Account will stand as under.

Voyage to the Herring Fishery, to Owners Dr.

	£.	s.	d.
To one half of the salt carried out, consumed on herrings	22	10	0
To one half of the barrels being used with herrings	48	0	0
To tear and wear of 15,000 yards netting, supposing them one third worn	26	1	8
To provisions and spirits consumed as above	47	10	0
To mens wages, including the skipper, ditto	62	13	0
To tear and wear of rigging and vessel, at 5 per cent. per month	30	11	2
To insurance on 957l. for 3 months, at 2½ per cent.	23	16	0
To interest of 957l. for 3 months	11	18	0
To waste on salt and barrels, cellarage, &c. at 10 per cent.	3	10	0
To freight of herrings to Cork, at 2s. per barrel, 192 barrels	19	4	0
To duty of herrings in Ireland, at 1s. per barrel	9	12	0
	305	5	5

Contra	£.	s.	d.			
By sales of 192 barrels herrings, at 20s.	192	0	0			
By debenture of the above herrings, at 2s. 8d.	25	12	0			
By bounty on 60 tons	90	0	0			
				307	12	0
Gain on a home fishery				2	6	7

Extra Expence on such Busses as go to the Irish Fishery,

	£.	s.	d.	£.	s.	d.
To duty of 17½ tons salt paid in Ireland, although neither salt nor barrels are landed in Ireland, the duty paid is 12s. 4d. per ton	10	19	11			
To duty paid in Ireland on 32 lasts of barrels, at 3s. per last	4	16	0			
To fees paid in Ireland, at 42s. per boat, for 3 boats	6	6	0			
				22	1	11
Loss, if upon the Irish fishery				19	15	4

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To these positive expenditures may be added, insurance during the fishery; the various fees inwards and outwards, and upon salt stored from year to year; commission to agents; charges on repacking for exportation; cabin stores, coal, candles, and other petty disbursements, which being added to the general account, leaves the adventurer considerably out of pocket, in the present state of the fishery, after all his anxieties, cares, and labours, besides his loss of time.

The following table shows the revolutions of the buss fishery; and when we consider the magnitude of the expences as above stated, the dangerous seas to be navigated, particularly during the winter fishery; the grievous restrictions, and salt regulations, which the adventurers labour under, while those of other nations have the most ample freedom; and the the loss of markets in consequence of those restrictions; it is matter of surprize that the whole fishery on the bounty laws hath not been entirely given up.

An

An Account of the Number of Buſſes fitted out in Scotland from the Year 1750 to the Year 1783, both inclusive, with the Amount of their Tonnage, Number of Men, and the Barrels of Herrings taken. Extracted from the Cuſtom-Houſe Books at Edinburgh.

Anno	Number of Buſſes.	Tonnage.	Number of Men.	Barrels of Herrings taken.
—— 1750				
—— 1751	2	148	33	213
—— 1752	4	301	67	424
—— 1753	8	518	116	519
—— 1754	6	403	89	564
—— 1755	1	77	17	67
—— 1756	1	77	17	64
—— 1757	2	103	24	317
—— 1758	3	181	41	245
—— 1759	3	181	41	4
—— 1760	13	554	130	3089
—— 1761	17	745	174	4046
—— 1762	49	2056	489	12949
—— 1763	87	3691	865	3054
—— 1764	119	5131	1206	8831
—— 1765	157	7056	1651	39691
—— 1766	261	12476	2881	21146
—— 1767	263	12556	2898	28162
—— 1768	202	9553	2207	15538
—— 1769	85	3868	899	17822
—— 1770	19	861	201	1878
Summer 1771	4	210	47	385
Winter 1771	25	1039	236	2447
Summer 1772	95	4029	948	8489
Winter 1772	74	3373	789	13759
Summer 1773	86	3621	859	17197
Winter 1773	104	4718	1094	24858
Summer 1774	115	4913	1150	25134
Winter 1774	134	6436	1584	31459
Summer 1775	101	4277	1003	13396
Winter 1775	180	8795	2028	40070
Summer 1776	68	2859	670	7748
Winter 1776	226	11334	2695	44115
Summer 1777	64	2663	623	8546
Winter 1777	176	9064	1977	34767
Summer 1778	96	4372	1014	9623
Winter 1778	124	6305	1490	31335
Anno 1779	206	10191	2343	29367
—— 1780	181	8963	2061	19885
—— 1781	136	6449	1494	16625
—— 1782	147	7291	1667	3457
—— 1783	153	7272	1687	13595

Bounty, at 30s. per ton.

Raiſed to 50s.

Not regularly paid.

Average annual amount of bounty paid ſince the reduction of the bounty from 50 to 30s. in the winter 1771, 13615l.

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The following important table is inſerted for the information of the public, reſpecting the operation of the now exiſting bounty laws on the Hebride Iſles, and the weſtern ſhores in general. Here we perceive a dawn of beneficial induſtry amongſt theſe forlorn natives, and had the bounty been continued at 50 ſhillings and well paid; had the laws been more liberal, allowing theſe new adventurers the ſame ſcope as the Iriſh fiſhers on the oppoſite coaſt, it is probable that inſtead of 9 buſſes, to which their number is now reduced, the increaſe might have amounted to 100 or upwards. When we reflect that the improvement of the Highlands, the bringing forward a people hitherto loſt, in a commercial view, from penury and wretchedneſs, to profitable, well-paid induſtry; every friend to humanity, and the proſperity of his country, muſt lament the check thus given to their firſt attempts, and the deſtructive conſequences to whole iſlands or diſtricts, whoſe conjunct abilities had been wholly occupied in raiſing this little fleet, to bring from their ſhores a degree of wealth which their healthy mountains never did, and never can afford, to ſuch extent.

Cuſtom-

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Cuſtom-Houſe Oban, Sept. 25, 1784.

For Mr. KNOX.

From the year 1765, during the continuance of the 50-ſhilling bounty, and until the year 1772, there was employed in the white herring buſs fiſhing upon this and adjacent coaſts, particularly from the places after-mentioned betwixt the Mull of Cantire and the Iſland of Sky, the number of veſſels following, viz.

	No. of veſſels Bounty 50s.	No. of veſſels Bounty 30s.
Weſt Loch Tarbert	8	1
Oban, and Lochetive	4	5
Iſland of Ilay —	4	-
——— Gigha —	3	-
——— Collonſay —	3	-
——— Lunga —	3	1
——— Eſdale —	2	-
——— Mull —	3	1
——— Sky —	3	1
In all	33	9

The principal cauſes of this decline in the number of veſſels employed in the white herring fiſhery were firſt the dilatory payments of the bounty during the latter part of the act allowing fifty ſhillings per ton; and ſecondly, the reduction of the bounty from fifty to thirty ſhillings per ton.

The within and above ſtatements extracted from the cuſtom-houſe books, and are atteſted by

DUNCAN CAMPBELL, Collector.
JOHN LOVE, Surveyor.

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The following table will ſerve to give ſome idea how far the royal navy, the revenue, and other important matters of public concern, will alſo be affected, ſhould the buſs fiſhery be abandoned.

	each buſs	Total on 300 buſſ.
Value of a buſs 47 tons ready for ſea, ſalt, &c. included — — — —	720 0 0	—216000
Annual wear and tear — — —	26 0 0	— 7800
Annual duty paid on materials for repairing wear and tear — — — —	2 12 0	— 780
Annual wear and tear of nets, bark for tanning included — — —	21 0 0	— 6300
Duty on hemp uſed annually for new nets —	2 0 0	— 600
Number of men employed on board — —	11	—3300
Pay of 11 men for 4 months, at 27s. per man per month — — — —	59 8 0	— 17820
Expence of proviſion for 11 men 4 months, at 8d. per day for each man — —	44 0 0	— 13200
Number of men annually employed who never were before at ſea. — — —	3	—900
——— barrels put on board — —	240	—72000
——— barrels of herrings got at an average fiſhing * — — — —	180	—54000
——— barrels of herrings exported —	135	—40500
——— barrels of herrings conſumed in Scotland	45	—13500
Buſhels of ſalt conſumed in curing and re-packing	320	—96000
Gallons of rum imported for 67 barrels of herrings exported — — — —	950	—285000
Quantity of ſugar imported in return for 68 barrels herrings exported — — — cwt.	181 2-3d	—54519
Duty payable at 4s. per gallon for 950 gallons of rum imported, excluſive of the exciſe —	190 0 0	— 57000
—— payable at 12s. 6d. per cwt. for ſugar ditto —	114 0 0	— 34200
—— payable for 320 buſhels of ſalt near 2d. each —	2 10 0	— 750
—— paid for 45 barrels of herrings uſed in Scotland, at 1s. per barrel — — — —	2 5 0	— 675
—— paid for materials requiſite for building and equipping at firſt outfit — —	56 0 0	— 16800
Freight payable for 135 barrels herrings exported, at 7s. — — — —	47 5 0	— 14175
——— of 950 gallons of rum imported at 6d. per gallon — — — —	23 15 0	— 7125
——— payable for 181 2-3ds cwt. ſugar imported at 4s. per cwt. — — —	36 6 8	— 10900
Tonnage — — — —	47 9 0	— 14100
Bounty from government at 30s. per ton —	70 10 0	— 21150
Debenture at 2s. 8d. per barrel for 135 barrels of herrings exported — — —	18 0 0	— 5400

* This table ſuppoſes a good fiſhery in time of peace—but the main average of the fiſhery in peace and war is only half cargoes; and ſince 1778, the herrings taken have only occupied 110 of the 240 barrels carried out.

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Government debtor to 300 buſſes, viz.

Duty paid on materials imported for buſs repairs annually — — —	£.	780
—— for repairs of nets — —		600
—— on 285000 gallons of rum, at 4s.—		57000
—— 54519 cwt. weight of ſugar, at 12s. 6d. per cwt. — — —		34200
—— 96000 buſhels ſalt — —		750
—— 13500 barrels of herrings conſumed in Scotland — — —		675
Intereſt of the principal ſum paid on duty for materials uſed in building 300 buſſes		
Per contra Creditor.		94005
By bounty to 300 buſſes 14100 tons, at 30s. 21150l.		67455
By debenture on 40500 barrels of herrings exported, at 2s. 8d. 5400l.		
Balance in favour of government	£.	64505

The greateſt number of buſſes fitted out in one year, was nearly 294. The eſtimate, for the ſake of even numbers, is made upon 300. The revenue ariſing from this fleet after deducting the bounty and debenture is 67,455l. but admitting this balance in favour of government to be imaginary; or, in other words, that the annual revenue, derived from the buſſes, amounted only to the ſum total of the expenditure in bounties and debentures, all the concurrent effects would be clear gain to the public, viz.

1. Employing 3300 ſeamen annually.
2. Ditto carpenters, coopers, blackſmiths, joiners, blockmakers, painters, ſalt-works, hecklers, ſpinners, net-makers, rope-manufacturers, ſail-cloth manufacturers, and ſail-makers, tanners, and labourers of all kinds.
3. Supplying the labouring part of the nation, as manufacturers, farmers, and ſervants, with cheap and wholeſome food.
4. Preventing

4. Preventing emigration.
5. Giving employment to the induſtrious, particularly in the Highlands.
6. Diffuſing amongſt that people a competency of the neceſſaries of life.
7. Bringing forward a valuable colony within our own iſland, who beſides defending our ſhores, and fighting our battles, would extend the ſcale of manufactures and commerce in both kingdoms, by means of their increaſing opulence.
8. Increaſe of ſhip-building, ſhipping, exports, and freights,
9. Raiſing the value of barren lands, and natural woods.
10. Bringing into the line of inland trade, various ſpecies of fiſh which abound on the weſtern ſhores, at preſent of little or no value, as ſundry ſpecies of the whale; the grampus, ſharks, ſeals, and dog fiſh, for oil. Alſo, various kinds of fiſh, for food, which, from the want of ready markets in the Highlands, bring no price, as turbot, ſkate, mackarel, * oyſters and lobſters.

Theſe are among the numerous benefits which individuals and the ſtate would derive from an extenſive and well eſtabliſhed buſs fiſhery. The wealth of this coaſt is boundleſs, preſenting to our view an inexhauſtible treaſure, riſing in its importance, and opening new fields to induſtry, to commerce, and to a comfortable ſubſiſtence. On the other hand, by neglecting this mode of carrying on the

* When the fiſhers find mackarel on their lines inſtead of white fiſh they generally throw them back into the ſea with diſdain, unleſs when neceſſary for bait.

Oyſters, in ſome parts, are chiefly uſed for manuring the ground. They are brought in baſkets to the lime kiln and burnt without being opened. Theſe and other fiſhes that abound amongſt the Hebrides (excluſive of the herring and white fiſh) would find a ready market at Greenock if the voyage was ſhortened by means of the propoſed canal at Crinan. It is alſo probable that the Greenock people would cure a part of them for foreign markets.

fiſhery,

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fiſhery, we ſhall thereby make a tranſfer of the whole, to Ireland, Holland, and Sweden, who will be much obliged to us for a favour ſo ſignal and unexpected. and it may be poſitively aſſerted, that ſhould this fiſhery be abandoned, the perſons who have been brought up in that line of life, will embrace the flattering invitations of the Iriſh government, and carry their knowledge, their induſtry, their capital, and ſhipping, to the contiguous county of Donnegal, where they will be received with open arms by the gentlemen of that coaſt, who are uſing every means to invite them thither.

Before I cloſe this part of the ſubject, it is neceſſary to ſuggeſt the expediency of ſome amendment in the ſtatutes reſpecting the ſize of veſſels fitted out upon the bounty. By the preſent laws, the burden of the buſſes is not to be under 20 or above 80 tons. In converſing with the adventurers, collectively, it was propoſed by ſome, that the loweſt burden ſhould be reduced to 15 tons or 80 barrels; but this was oppoſed by others in more opulent circumſtances.

If to extend the take of herrings, and to give employment to a greater number of people, are objects worthy the attention of parliament, the requeſt of the inferior adventurers ſhould be granted. We have ſtated the great expence in building and equipping veſſels for the fiſheries, agreeable to the preſent ſtandards. It exceeds the abilities of many, who, in other reſpects, are well qualified for that buſineſs. The good effects of this indulgence would operate chiefly among the poor natives on the weſt ſide of Cantire, and might, until ſome regular ſettlements ſhall be eſtabliſhed on theſe ſhores, prove a ſubſtitute for a boat fiſhery. In ſome reſpects it would be preferable, particularly in being able to fiſh at ſea, to follow the herrings from place to place, and to carry them to markets, inſtead of being

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being obliged to wait for purchaſers at an inconvenient diſtance from the Weſt India ſhipping

While this is the requeſt of ſome perſons, others, of more extenſive capitals, wiſh to employ veſſels of any ſize within 120 tons, limiting the higheſt bounty, however, to 80 tons, as it ſtands at preſent. Whoever is acquainted with mercantile affairs will ſee the utility of this indulgence. Veſſels of 120 tons, when not engaged in the fiſheries, could be let out in freights to foreign parts, or in the coaſting trade, and thus advantageouſly employed throughout the year, to the mutual conveniency of the owners and eamen.

We ſhall cloſe this ſubject with a conjectural eſtimate of the increaſe of the weſtern buſs fiſhery, ſuppoſing the bounty at 50 ſhillings per ton. Hitherto we have ſeen nearly 300 veſſels employed in this fiſhery, though labouring under numerous diſcouragements; and lately a ſtrong rivalſhip from Ireland and Sweden, who had formerly been their beſt cuſtomers. Let us now ſuppoſe the bounty extended to 50 ſhillings, every reſtriction removed, the paſſage ſhortened, the natives of the Highlands buſily employed, the navigation act in full vigour, the adventurers relying on the ſteady protection of government, and in high ſpirits; there can be no great hazard in ſtating the number of buſſes which in a few years may be engaged in the weſtern fiſhery at 500. And, though it is propoſed to admit into this number, veſſels of ſo ſmall burden as 15 tons, yet this deficiency in tonnage will be qualified by the ſize of other veſſels, which of late it hath been the practice to build upon a large conſtruction. Taking therefore the average number of men in 500 buſſes from 15 to 80 tons burden, at 14 men each, the amount will be 7000, a nurſery which merits every ſupport that the public can beſtow. And it is alſo a conſideration worthy of remark, that this nurſery is, of all others, the moſt rapid in its progreſs.

Veſſels

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veſſels bound for the Baltic, the Mediterranean, America, Africa, the Eaſt and Weſt Indies, ſail in ſtraight lines, and many of them with trade winds. Having ſet their ſails, no further ſeamanſhip is requiſite, the men walk the deck, play at cards, and go to ſleep.

But when a veſſel ſails from the Clyde for the north-weſt Highlands, ſhe embarks on a circuitous voyage of unknown extent and duration. The moment ſhe ſpreads her ſails, ſhe launches into a labyrinth of difficulties, dangers and hair-breadth eſcapes: ſhe muſt navigate in every direction, and to every point of the compaſs; at all times through rapid currents and jarring tides, and frequently amidſt hurricanes and ſtorms. No ſooner hath ſhe doubled one cape, than another appears, which the men, already fatigued and worn out, muſt alſo encounter, and thus are kept in continual motion, terror, and alarm. Theſe outward and homeward voyages, the various cruizes from bay to bay, and from one iſland to another, in ſearch of the herrings, form the hardy, experienced ſeamen, ſo highly valued in the mercantile ſervice, and the royal navy.

Other methods may be deviſed whereby the fiſheries may be conſiderably extended, and the natives of the ſhores and iſlands beneficially employed; but no method can be put in competition with the weſtern buſs fiſhery, conſidered as a ſource of commerce, and a nurſery for ſeamen; whoever therefore attempts to undermine this bulwark, whether deſignedly or inadvertently, acts an injurious part to the general intereſts of his country, and the ſtate.

Of the Weſtern Boat Fiſhery.

It would ſeem as if fate had decreed againſt the weſtern fiſhery. The ſame laws which were intended as a ſtimulus to exertion, contained among other re-

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ſtrictions, an obligatory clauſe, whereby the buſſes were prohibited from purchaſing herrings from the natives, and thus the poor people, who had formerly aſſiſted in completing the cargoes of ſuch veſſels as came amongſt them, now ſaw themſelves deprived of the advantages which local ſituation, and the viſitations of the herrings upon their ſhores, held forth. Theſe gifts of Providence were counteracted by a narrow, ill-judged decree of their country, and ſhows, amongſt a thouſand inſtances, the imperfection of human wiſdom, when put in competition with the great line of action which diſtinguiſhes the works of the Deity.

As the raiſing and training a number of ſeamen was a principal object of the legiſlative bounties, it was deemed expedient to oblige the men to remain a certain time on the fiſhing grounds, and to load with the herrings taken by themſelves only.

It is ſomewhat ſingular, that a nation celebrated for knowledge in maritime affairs, did not ſee the inefficacy of this reſtriction.

When the men quit their buſſes and go on board their long boats, to throw out the nets, and to haul them in, alternately, no ſeamanſhip is required; no knowledge is gained. It is the drudgery of common labourers, and requires no qualification whatever. The ſeamanſhip conſiſts in navigating to and from the fiſhing grounds; in reſearches after the herrings; in adjuſting the ſails to the various points of the compaſs, and to all the viciſſitudes of weather.

In the mean time, the poor natives, thus deprived of their natural right, and without redreſs, ſtill kept up a petty fiſhery for the ſupply of their families and the neighbourhood, in freſh herrings, having no means of curing for a diſtant market.

Their little open boats are clinker built, ſharp bottomed, and formed upon the conſtruction of cutters, for quick ſailing, for doubling head lands, and eluding dangers. Manned by a hardy race of Highlanders

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Highlanders, whoſe neceſſities render them deſperate, theſe boats attend the buſſes through the moſt turbulent ſeas; they will undertake, even in the winter ſeaſon, voyages round the Mull of Cantire, and to Ireland, though it too often happens that they never return. They are hurried irreſiſtibly by the violence of the winds and the ſtrength of the currents againſt rocks, and in a moment are broke to pieces; others are ſwallowed up by the great ſwell of the ocean, againſt which their ſmall conſtruction, and the ſcanty ſupplies of ropes and ſails, are utterly inadequate. *

Each

* The reader will be able to form ſome idea of theſe voyages, and the dangers attending them, from the following narrative, by the Rev. Mr. Macaulay; which alſo contains ſundry particulars that tend to corroborate the character given of the Highlands in the courſe of this work.

On the 6th day of June 1758, I looſed from Harris, a part of that large track of land now called the Long-Iſland, and formerly the weſtern Ebuda. We ſteered our courſe for Haw-Skeer, a rock in the ocean, ſo its name ſignifies in the Gallic tongue, lying at the diſtance of ſeven leagues from the neareſt promontory of North-Uiſt, to which it belongs. As the day was quite ſultry, and Haw-Skeer the only reſting place in our way, and extremely romantic, the crew found it convenient to reſt a little and divert themſelves there.

This rock is half a mile in circumference, acceſſible in a ſingle place only, and though almoſt totally deſtitute of graſs, is of ſome conſequence to the proprietor, being at ſtated periods the conſtant haunt of a prodigious number of ſeals, and theſe perhaps by much the largeſt upon the coaſt of Scotland. The manner in which theſe ſea animals are hunted down in this place, the ſeaſon fit for that profitable diverſion, the ferocity and little ſtratagems of theſe unwieldly creatures when aſſaulted, their love dalliances upon other occaſions, that violent ſpirit of jealouſy with which they are actuated, if provoked by rivals; theſe and ſome other particulars, are circumſtantially enough related by Martin in his deſcription of the Weſtern Iſles. To his account of the matter I ſhall only add, that the fat of the ſeals, is by the people, to whoſe ſhare that perquiſite falls, converted now into oil and ſent to market. But in that writer's time, and for ages immemorial before, this, together with the fleſh of theſe animals, was eaten, either freſh or ſalted; and by thoſe who were uſed to it, was accounted a pleaſant as well as a very ſalubrious and rich kind of aliment.

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Each boat that goes upon the herring fiſhery contains four men, whoſe joint ſtock is far too ſcanty for the expence of ſails, ropes, nets, &c. When the fiſhing

On the weſt ſide of the rock, are two remarkable large caves, of a conſiderable height: To theſe a vaſt multitude of ſea cormorants retire every evening. Here likewiſe they lay their eggs and foſter their young. The method practiſed by the iſlanders for catching fowls of this kind, while ſecured within ſuch faſtneſſes, is far from being incurious, though abundantly ſimple; nor is the paſtime at all diſagreeable. A band of young fellows make a party, and after having provided themſelves with a quantity of ſtraw or heath, creep with great caution to the mouth of the cave which affords the game, armed with poles light enough to be eaſily wielded: This done, they ſet fire to the combuſtible ſtuff, and raiſe an univerſal ſhout; the cormorants, alarmed by the outcry, frightened by a glare ſo ſtrange, and offended by the ſmoke, quit their beds and neſts with the greateſt precipitation, and fly directly towards the light: Here the ſportſmen, if alert enough, will knock down a conſiderable number of them, and, together with the cormorants, whole coveys of pigeons.

At Haw-Skeer we found incredible numbers of wild-fowl eggs. After ſome of my people had made a great, though unneceſſary acquiſition of theſe (unneceſſary ſurely to men deſtined for St. Kilda) we began to purſue our intended voyage, at ten o'clock at night. The wind was at firſt extremely favourable, as it blew from the ſouth-eaſt, and was little more than a gentle gale. It began to freſhen at the end of half an hour, and was gathering new ſtrength every moment: Before we had proceeded above four leagues, the whole face of the ſky was overcaſt with clouds; which, after the ſevereſt threatnings, burſted aſunder and tumbled down upon us in violent torrents of rain, accompanied with flaſhes of lightning and peals of thunder extremely terrible. All this was ſucceeded by a hurricane which would have alarmed the moſt inſenſible, and did greatly confound the ſtouteſt ſeamen among us, men who had imagined they had ſeen theſe ſame mighty waters in all their horrors. To me it was matter of aſtoniſhment that a veſſel ſo ſmall and frail, a ſix-oared highland boat, could have ſtruggled for any time againſt ſuch enormous billows, without either being overſet or daſhed to pieces.

The firſt glimpſe of hope my crew had, was from a great flight of ſea-fowls, of the diving kind, which was ſoon ſucceeded by another, and after ſhort intervals by many more, in ſtill greater numbers. They concluded, from this circumſtance, that the hour of their deliverance was at hand; but we found that our hopes were too ſanguine and premature, [Virgil ranks this circumſtance among inauſpicious prognoſtics, and experience has convinced me,

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fiſhing happens to be ſucceſsful, they are enabled to carry a ſmall pittance home to their reſpective families, beſides diſcharging the debts contracted in fitting

me, that this obſervation, and all the reſt he has made on the ſubject of the weather, are perfectly juſt,] for the ſtorm continued to rage for about ſix hours, before we had the almoſt deſpaired of happineſs of ſpying a rock, which lies at the diſtance of a mile from the bay of St. Kilda. The current round about this rock is exceedingly impetuous, and ſo its name Liviniſh implies, Lhibb in the old Britiſh language ſignifying a ſtream or torrent.

In a little after we had doubled the point of Liviniſh I diſcovered a ſtrangely formed wall of dreary rocks, which face a part of St. Kilda. Theſe rocks appearing through the medium of a very thick fog, roſe to our view, to a ſtupendous height, though quite inconſiderable, we afterwards found, if compared to others on the ſame coaſt.

In a few moments more, we came cloſe to the ordinary landing place, which is nothing elſe than a ſolid rock, ſloping gradually down to the bottom of the ſea, and all overgrown with Lichen Marinus, or the plant commonly called Laver in England, and Slawk in Scotland.

As the wind blew with all its fury into the bay, and as the waves daſhed themſelves with exceſſive violence againſt the rock, juſt now deſcribed, it was impoſſible to attempt a landing. Reduced to almoſt the laſt extremity, we dropped anchor before the Saddle, and made a ſhift to ſtand there for five hours more in a moſt diſtreſsful condition, drenched all over, ſhivering with cold, and under the dreadful apprehenſion of being ſwallowed up every moment.

The machine conſtantly made uſe of inſtead of the anchor, by thoſe who make annual voyages to St. Kilda, is a large hamper made of ſtrong wicker and nearly filled up with ſtones. The foulneſs of the ground is the argument they bring to juſtify a practice ſo uncommon. How far they may be in the right, ſeafaring men are beſt able to determine. One thing I am ſure of, that we made uſe of our anchor without ſuffering the leaſt inconvenience; though the ſurf roſe to ſuch a height that ten fathoms of our cable were alternately buried in the ſea, or perfectly viſible. The truth is, the anceſtors of thoſe men who carry on a ſort of commerce with this iſland, had recourſe to the ſimple expedient of the hamper, before navigation had made any tolerable progreſs in their country, and for that reaſon their poſterity ſeem to retain the ſame cuſtom.

The people of St. Kilda, upon the firſt notice they had of our arrival on their coaſt, flew down from the village to our aſſiſtance, men, women and children. From their behaviour upon the rock, to which we lay pretty cloſe, it evidently appeared that they have humanity enough to feel deeply for fellow creatures in diſtreſs. It

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ting out. But when the fiſhery proves unſucceſsful, or barely ſufficient to keep them in neceſſaries, it is eaſier to conceive than relate, the general diſtreſs of whole

was impoſſible for us to underſtand the meaning of their cries; only we had reaſon to believe that they were greatly affected by our danger. From the repeated ſignals they made, we concluded at laſt, that in their opinion, we might ſafely weigh. Truſting to their ſuperior ſkill, and our patience being quite exhauſted, we took the hint without loſs of time. But after approaching the Saddle, in ſpite of our united efforts, we were ſoon reduced to the diſagreeable neceſſity of ſheering off.

A little to the weſt of this rock, there is a ſandy beach, acceſſible only at low water. Here is a ſort of landing-place though extremely dangerous, and for that reaſon ſeldom attempted, unleſs the weather be very favourable. To this beach the people ran in a body, after having directed us to the ſame place. We obeyed willingly, and they, with an amazing intrepidity flew into the water to meet us; a moſt deſperate adventure, in which any other race of men would hardly think of engaging, were they to ſee their neareſt relations in the ſame danger. The diſpoſition they made was this: After having divided and formed themſelves into two lines, the two ableſt men among them marched forward into the ſea, each in the front of his own little corps. Thoſe next in ſtrength and ſtature, ſeized theſe two leaders by the middle, and the reſt, from one end of each row to the other, clung faſt to thoſe immediately before them, wading forward till thoſe who were foremoſt in the rank, and after them every one elſe in the order in which he ſtood, got hold of the boat. Thoſe who go from year to year to St. Kilda, always take the precaution to wrap a ſtrong rope round the ſtern of their boat, and tie another to the prow. As ſoon as the St. Kildians have poſted themſelves round it, they immediately hand about the two ropes from one to another, till the women and children who ſtand upon the beach come at it, ſo as to have their ſhare of the work. This operation, which is ſo very neceſſary, being ſoon over, a general ſignal is given, and every individual exerts himſelf with all his ſtrength and ſpirit: The conſequence is, the boat and every thing contained in it, are with ſurpriſing quickneſs and dexterity hauled on beyond the reach of the ſea.

All the ſtrength of this art was with the greateſt alacrity tried upon this occaſion, and with a ſucceſs beyond any thing I could have expected. Without giving time to any one of us to jump out into the water, the St. Kildians hoiſted up, almoſt in a moment, our little veſſel, ourſelves, and all the luggage that belonged to us, to a dry part of the ſtrand.

In St. Kilda, the miſerable may find relief as well as elſewhere. We were received there by a very hoſpitable race of Barbarians (if any one

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whole diſtricts. A boat arrives with the melancholy tidings of the general failure; of the violence of the ſtorms, and the lives that have been loſt. Report, which never ſleeps, flies over the mountains, lakes, and moraſſes, till it hath filled every breaſt with agony for paſt misfortunes, and gloomy apprehenſions of new diſaſters.

The fiſhermen, after having combated the fury of contending elements; after having, in their wanderings from ſea to ſea, ſurmounted all the fatigues of a winter's navigation, direct their courſe homewards; they haul their ſhattered boats on ſhore, lodge the nets and tackling; and returning, emaciated and worn out, to their families, they confirm, by dejected looks, and empty pockets, the unwelcome news; while the conſideration of debts recently contracted, and which they are utterly unable to pay, gives additional poignancy to the anguiſh of their minds.

Were there any towns, or any encouragement for labour, on their ſhores, an occaſional failure in the fiſheries, might be repaired by induſtry, and the family kept together; but in the preſent ſtate of that

one incline to call them ſo) with the heartieſt congratulations, the ſincereſt profeſſions of friendſhip, and the ſtrongeſt demonſtrations of a profound reſpect.

It is thought perhaps by many, that thoſe who inhabit that diviſion of the weſtern Highlands, are much the rudeſt, the moſt brutal and mercileſs, and in one word, the moſt ſavage-like men within the kingdom of Great Britain. Whether that opinion be ſtrictly juſt or not, is ſubmitted to thoſe, and to thoſe only, who have ſenſe and virtue enough to diveſt themſelves of popular or early prejudices. One thing I may venture to affirm without committing the ſmalleſt treſpaſs againſt truth, that thoſe ſeafaring people, who have the misfortune to be ſhipwrecked about the weſtern Iſlands, or are reduced to extreme diſtreſs there, are treated with much greater humanity and chriſtian benevolence, than many of their fellow ſufferers, whoſe harder fate drives them to the more barbarous ſhores of ſome diviſions of Scotland, and England. It is certain, that theſe unhappy perſons would meet with ſtronger marks of true politeneſs, or, what is infinitely more valuable, of real compaſſion and generoſity at St. Kilda, than in the more civilized places I now allude to.

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country, the man who is unſucceſsful, for one ſeaſon only, is undone.

If this repreſentation be juſt; if the endleſs diſtreſſes of theſe our countrymen and fellow ſubjects, can impreſs the minds of a great, a juſt, and a generous nation, this buſineſs will be taken into conſideration, and ſuch meaſures adopted as may induce that uſeful claſs of men to remain in their native country, with comfort to themſelves, and gain to the ſtate.

For this purpoſe, various propoſitions have been ſuggeſted, ſuited to the fancies, the partialities, or the intereſted views of ſpeculative men, whoſe knowledge of the country and people, of the exiſting evils, the ſprings from whence they proceed, and the means of effectual remedies, is too ſuperficial to merit attention.

Some have propoſed to give boats and netting to the young men, wherewith to begin the world; a plan totally inadequate to the great objects propoſed by government, and which, at beſt, would only give a temporary ſpurt to induſtry. Should the boat and netting be loſt, or greatly damaged, the natives would find themſelves in their original ſituation, unleſs government were to repair the injuries ſuſtained from time to time, and repeat their donations *ad infinitum*. Were this method to be adopted, it would be neceſſary to have a number of boats always ready at a call, and others on the ſtocks; with complete ſets of nets, rigging, anchors, &c. to be delivered at the diſcretion of perſons in the ſervice of government, ſupported at a very great expence, and liable to bribery, or colluſion.

Another method hath been propoſed, with conſiderable appearances of equity and efficacy, but which, in the experiment, will be found impracticable and fallacious. This is, to give a bounty, not on tonnage, but on the herrings taken, at the rate of 4 ſhillings per barrel, which, it is ſuppoſed, would draw

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draw thither adventurers with their capitals, from all parts of the kingdom, to purchaſe the herrings, to ſupply the merchants, furniſh the natives with proviſions, boats, netting, and other neceſſaries required in the reſpective diſtricts; and who would alſo erect buildings for themſelves, and the people.

To theſe ſuggeſtions it may be obſerved, that tho' perſons poſſeſſed of ſome property might be drawn thither upon ſpeculation, a greater number would become adventurers without any property. That the former, inſtead of ſinking their capital on houſe-building in a remote barren country, would reſerve it for the more quick returns to be expected from trade; ſtill leſs would they be diſpoſed to erect quays, warehouſes, and other public works, however neceſſary in the firſt inſtance, for the purpoſes of trade and ſhipping.

But the principal, and almoſt unanſwerable objection, to this method of eſtabliſhing a boat fiſhery in the Weſt Highlands, ariſes from the great extent of coaſt on the mainland, and the ſtill more extenſive ſhores of 300 iſlands, which give the herrings an unbounded ſcope wherein to range, and renders their arrival at any particular ſpot extremely uncertain. Let us ſuppoſe the new adventurers to have taken their ſtation at Loch Broom, with all the neceſſary materials of boats, ſalt, caſks, proviſions, &c. in the purchaſe of which they had expended their capital in the expectation of a ſpeedy and profitable return from the quantity of herrings taken, and the magnitude of the bounty to be received thereon. The ſeaſon approaches; an unfriendly wind carries the ſhoal by other channels; no herrings appear in Loch Broom, or within 50 miles of it; all the ſanguine hopes of the adventurers vaniſh; they blame their own credulity, and abandon the unſociable heathy deſerts.

But

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But ſuppoſing that the herrings were more certain, affording the traders ſufficient encouragement, not only to remain on theſe ſhores, but to erect villages or towns; the mode of granting a premium *per barrel* would open a door for boundleſs frauds upon government, which neither divine nor human laws could prevent. At preſent, the natives are an honeſt, ſimple people; but when intermixed with ſtrangers of looſe morals, hackneyed in all the rogueries and mercenary ſtratagems of the great world, they will become more or leſs tinctured with the manners of the perſons with whom they aſſociate in trade, and *to cheat the king*, as it is called, will be reckoned dexterity in buſineſs. Frauds, and abuſes, are daily practiſed, even in the capital itſelf; in the face of king, lords, and commons; in defiance of all laws, checks, and regulations, that wiſdom can deviſe. It may therefore be ſuppoſed, that ſtill greater abuſes will become the common practice of perſons ſettled in the moſt remote parts of our iſland, far removed from the inſpection of ſuperiors, and under the ſtrong temptation of four ſhillings on every barrel of herrings that can be preſented to the view of the reſident officers.

Upon the whole, this plan, however feaſible in theory, cannot be reduced to practice, unleſs government ſhall be able to accompliſh the following purpoſes.

1. To induce the adventurers to build quays, ſtore-houſes, and private dwellings, at their own expence, upon the precarious hope of being repaid with intereſt, on a future day.
2. To perſuade the herrings to come annually to theſe places that they may be taken, ſalted, and cured, by the inhabitants, inſtead of rambling from place to place, and thereby eluding the vigilance of the boats.

3. To

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3. To enforce honeſty, and a ſtrict adherence to the ſpirit of the law, amongſt the claimants of the bounty, as well as the officers appointed by government.

Such being the inſurmountable difficulties attending this ſcheme in the Highlands, we recur to the plan ſuggeſted in the former editions of this work: a propoſal adapted to the natural ſtate of the country, the ſeas, the climate, the uncertainty of the herrings, and other circumſtances worthy of notice.

The utility of a boat fiſhery around the whole kingdom, and particularly in the weſt Highlands, being readily admitted; that plan which can be carried into execution upon the ſimpleſt principles, with the leaſt danger of frauds, and conſequently the leaſt expence in revenue officers, hath a preferable claim to the attention of the public.

We have conſidered the buſs fiſhery as abſolutely neceſſary in thoſe ſeas; the ſtamina of the whole Scottiſh fiſheries, by which the Weſt India markets are ſupplied, the mercantile trade aſſiſted in freights, and the royal navy ſtrengthened, though at no expence to government. It hath alſo been propoſed to admit veſſels of ten tons burthen within the deſcription of buſſes, for the conveniency of ſubordinate orders of men, who have an equal title to the protection of government as thoſe of ſuperior fortune. Let the ſame munificence be extended ſtill further; to that numerous claſs of people, whoſe united exertions are limited to the equipment of open boats. Let theſe boats be regiſtered, and placed under the ſame regulations as the buſſes, reſpecting the dimenſions and conſtruction of the boat, the quantity of netting, and the number of men. Each boat containing five men and a boy, might be entitled to a bounty or premium of 10l. or 15l. annually; which ſum, though ſmall, would, in unſucceſsful

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ceſsful ſeaſons, prove a comfortable relief to men of humble views, whoſe cares are ſolely directed to the mere ſubſiſtence of their families, on the moſt ſimple fare, and at the ſmalleſt expence.

By this mode of diffuſing parliamentary munificence, proportioned to the ſize of the veſſels and the expence of the equipment, the buſſes and boats would mutually aſſiſt, and be aſſiſting to each other, of which the whole Highlands, and the community at large, would ſoon feel the benefits. By means of the propoſed bounty; by removing all reſtraints; ſhortening the channel of commercial intercourſe with the Clyde, and the Murray Firth; erecting ſtorehouſes or towns, and other regulations that remain to be mentioned, the increaſe of ſtout, well-manned boats, would exceed the moſt ſanguine hopes of the public. It hath already been obſerved, that in old times, 900 boats, built after the form of little galleys, have been engaged in the Clyde fiſhery only; and I am informed by the perſon who was inſpector, or admiral of the boat fleet, from 1749 to 1757, that he ſome years reckoned 1600 boats between Lochryan and the ſound of Mull.*

When we reflect that theſe boats compoſed only a part of the whole out-fit of the weſtern ſhores; and if we alſo take into the account, the boats of Roſs-ſhire and the northern iſlands, we cannot ſtate the whole number employed in favourable years at leſs than 2000.

Combining this circumſtance, with the powerful

* I have ſeen 8 or 900 boats in the Clyde, as high as Greenock. In September 1784, 500 boats were in Lochfine. The herrings, from the want of ſalt, were ſold at a trifle. The weſt ſide of the peninſula was equally crowded. But the fiſheries in theſe parts are caſual, owing to ſome uncommon circumſtances of wind and weather. The great fiſhery lies on the coaſts of Roſsſhire, and the Long Iſland.

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incentive of 10l. or 15l. per boat; of a diſcretionary power at the ſame time, to ſupply the buſſes, or to ſail immediately with their capture, to the Clyde, by means of the propoſed canal; judging from the effects of theſe and other advantages, now in contemplation, there can be no hazard in concluding that the boats may hereafter increaſe to double the number that hath been on the fiſheries without theſe advantages, or 4000 boats, containing 20,000 men, and 4000 boys.

As a nurſery of ſeamen the boat fiſhery will conſequently exceed that of the buſſes in numbers; but, on the other hand, it cannot be put into competition with the buſſes in nautical knowledge. It may be conſidered as the firſt ſtep towards ſeamanſhip; which, without the ſubſequent experience of the buſſes, leaves the men only one degree removed from their original ſtate at the plough.

A young man iſſues from the glens and wilds of the Highlands, in order to mend his fortune; he engages with the maſter of a boat, for a ſeaſon or two; returns home with a little money, expatiates on the wonders he hath ſeen, the dangers he hath encountered, and fancies himſelf qualified for entering on board a decked veſſel. Here, he is ridiculed as a novice in his trade; but that inherent principle of honour ſo conſpicuous in Highlandmen, aided by the excellent ſchool—a buſs navigation, qualifies him in one ſeaſon only, to ſteer by compaſs, to work the ſails, and to perform the various operations of experienced ſeamen: he now, in turn, ridicules the boat-fiſhers, whom he calls land-lubbers; and having ſeen the ſhipping of the Clyde, he becomes emulous of greater preferment, and embarks upon a voyage to America, or the Weſt Indies, which completes his education. By this gradation, the poor helpleſs boy, inſtead of ſtarving with his parents and kindred, amongſt unfrequented deſerts in the Highlands, becomes a moſt uſeful member of the community, qualified, when

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when his country calls, to co-operate with the brave tars of the ſouth, in whatever ſervice that country may require.

And, it may be further obſerved, that though the boats contribute leſs to the revenue, in building and repairs, than the large veſſels, yet they contribute *a moiety*; which, with the proportionable increaſe of the fiſhery, and conſequently of exports, freights, wear and tear of ſhipping, and returns of foreign produce, paying conſiderable duties, may be ſuppoſed to refund in the aggregate, the gratuity received from government.

The boat fiſhery upon this plan, cannot, however, be fully eſtabliſhed until the poor natives ſhall be accommodated with ſalt, without the perplexities of cuſtom-houſe forms, attendancies, and fees, required by the preſent laws, even ſuppoſing all other obſtructions were removed.

In the mean time, the boats may be permitted to ſell their freſh herrings to the buſſes, which would be a relief to both parties, and enable the buſſes to load full cargoes, at leſs expence, and in leſs time than they can, by the preſent laws, fiſh half a cargo. But here a new difficulty occurs. By the Dutch regulations, the herrings ſhould be gutted and cured immediately after they are taken; and by no means remain above twenty-four hours without ſalt. Any herrings therefore, that cannot be cured within the time ſtipulated by the law, are thrown overboard.

This very neceſſary regulation, unleſs enforced by a ſpecial clauſe, will not be obſerved on the extenſive ſhores of the Highlands, where the buſſes who wiſh to purchaſe, and the boats who wiſh to ſell, may happen to be wind-bound at the diſtance of 50 miles or upwards from each other; thus, the boat cargoes might remain a week or upwards uncured, and the reputation of the Scottiſh fiſheries be thereby

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conſiderably injured. To prevent this abuſe, it would be proper to prohibit all freſh herrings from being brought into any loch, bay, or port, for ſale to the buſſes, then at anchor in ſuch loch, bay, or port; and alſo to enact, that no herrings ſhall be ſold to the buſſes except thoſe taken in company with the purchaſers, and within twelve hours after the capture, under certain penalties.

Of the Herring Fiſheries by Foreigners, on the Shores of Britain and the Continent; particularly the Dutch, with their Method of curing and packing.

The coaſts of Norway, Sweden, Holſtein, Germany, Britain, and Ireland, are, or have been, the principal ſeats of the herring fiſheries on this ſide the Atlantic. Sometimes, however, the herrings, after having frequented certain coaſts for many ſeaſons, and even ages, have capriciouſly abandoned thoſe ſhores, ſeemingly never to return. Antiently, the coaſt of Norway and Sweden abounded ſo plentifully in herrings, that veſſels reſorted thither from all the northern parts of the European continent, to the amount of ſome thouſands. Leaving that northern coaſt, the herrings fell down upon Holſtein, and the German ſhore, and became a valuable prey to the Hanſe towns, who thereby acquired a degree of opulence, power, and ſplendour, till then unknown in the north.

About the beginning of the ſixteenth century, the herrings alſo forſook the coaſts of Germany and Holſtein, as appears by the writings of Camden, Raleigh, Monſon, and other Britiſh as well as foreign hiſtorians; and it was during the ſubſequent period, that the induſtrious Dutch directed their attention to the Scottiſh

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Scottiſh fiſheries with ſuch aſſiduity and perſeverance, that it is conjectured they have thereby realized three hundred million ſterling, while the infatuated natives were mere dabblers both in taking and curing.

The Dutch have the reputation of being the firſt who obſerved the ſeveral ſeaſons of the paſſage of the herrings, and their firſt regular fiſhery is, by their own hiſtorians, fixed at 1163. They alſo claim the merit of being the firſt who diſcovered the ſecret of pickling and of drying herrings, which they aſcribe to William Benkelen of Biervlet, near Sluys, who died in 1397, and whoſe memory was held in ſuch veneration for the ſervice he had rendered mankind, that the emperor Charles V. and the queen of Hungary, made a journey on purpoſe to viſit his tomb. Such is the reſpect paid to thoſe who pickle and barrel with dexterity.

The merit claimed by the Dutch, of being the firſt in this line, is not however founded in truth, ſince it is evident that herrings were cured both in Britain and on the continent, long before Benkelen's time, though it is probable that he made ſome improvements thereon; which his countrymen have carried to the higheſt degree of perfection, as well as the preparing or qualifying their ſalt. By their ingenuity and perſeverance, they have reduced the whole buſineſs of the fiſheries into a regular ſyſtem, which, it would be the intereſt of other ſtates to follow. They have likewiſe been wiſely aided from time to time, by their reſpective provincial legiſlatures, not only in every privilege and ſupport, but alſo a well-digeſted body of laws and regulations, extending to the moſt minute circumſtance, from the commencement of the out-fit, to the export of the herrings; and to all perſons of whatever profeſſion or denomination, from the day-labourer to the merchant; enforced by oaths, and by penalties, adapted to the nature

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nature of every poſſible treſpaſs. No field is left for the voluntary exerciſe of honour and honeſty. The upright man and the rogue are put on a level. "This is the law, and this is the penalty," is the language of a Dutch tribunal, to all perſons without diſtinction, who engage in the fiſheries. The reputation of their great ſtaple, and the credit of the ſtate are at ſtake, and he who is not naturally upright, is compelled to practical integrity.

Every perſon knows his duty, and the conſequences of neglect, delay, or fraud; inſomuch, that though the whole body of fiſhery laws may contain two or three hundred clauſes, each individual is ſo perfect in his own department, and ſo faithful to his truſt, that miſconduct ſeldom happens. The whole buſineſs is carried on as it were by mechaniſm, without noiſe, buſtle, or jealouſy; for it may be obſerved, that almoſt every Dutchman is a patriot, having the intereſt of his country at heart, equally with that of his family.

Each of the four marine provinces hath a regular fiſhing board, eſtabliſhed for facilitating whatever relates to that buſineſs, called a *Fiſhing Chamber*, to which there is a conſervator, and a certain number of aſſiſtants, clerks, &c.

All the laws and regulations committed to the management of theſe official departments, lead to the perfection, delicacy, and flavour of the herrings, by which the republic may enjoy a preference at foreign markets. Of theſe laws I have ſelected a ſpecimen, which may amuſe ſome readers and be uſeful to others.

1. Each maſter of a veſſel or buſs ſhall declare to the ſecretary of the port from whence he ſails, where he intends to fiſh, to what port he is to return, and what mark he is to uſe, that it may be regiſtered, under the penalty of 120 guilders.
2. That no maſter of a veſſel ſhall be allowed to go to the herring fiſhery, without the conſent of the

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burgomaſters of the town from whence he ſails. That he ſhall make oath that he is properly furniſhed, according to the ſize of his veſſel, with tackle, ſeamen, barrels, ſalt, and all other neceſſaries wanted or uſed in the herring fiſhery. That he will not caſt a herring net into the ſea, or catch herrings before the 24th of June, nor after the 31ſt of December.*

3. He muſt make oath that he will ſeparate the herrings taken in one night, from thoſe taken in another night, and that he ſhall notify in the liſt of the marked barrels, on what night each were taken, on forfeiture of ſhip and cargo, and degradation of the maſter. Farther, he ſhall not fill up the herring barrels more than once with preſſed herrings, taking care that the herrings be laid even in their lays, from the bottom to the top; that the ſame be not caſt with baſkets or buckets into the barrel, mixed, wrong laid, or adulterated; and that as little of the bloody pickle thereof be ſpilt as poſſible.

4. He muſt make oath that he will not ſell, give in preſents at ſea, or cure on ſhore any herrings, under a penalty of 24 guilders for each barrel, and confiſcation of the ſhip. Nor ſhall any maſter traffic for herrings with any ſhips or yawgers but thoſe authoriſed by the chief magiſtrate where the herring trade is eſtabliſhed in Holland and Weſt Frieſland, and who ſhall produce the proper voucher of conſent, having on the top, the repreſentation of a herring buſs, being the ſeal of the great fiſhery, ſtamped thereon, and ſigned by the ſecretary of the city from whence he comes: to which reſpective ſhips he ſhall be impowered to deliver over his herrings taken between June 24

* By a placart of 1682, the time limited for fiſhing was not to extend beyond November 20. The above-mentioned period is in virtue of a placart of 1749.

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and July 15 inclusive, and no longer; under the penalty of the said herrings, or their value, and a fine of 600 guilders, and the master rendered incapable of ever acting in that capacity for the future.

5. The masters of yawgers shall make oath, that they will not take on board herrings, from any others but subjects of Holland, and West Friesland, observing to get a certificate from the master signed by himself and two or three sailors, with the ship's name and port she sailed from, the quantity delivered, and that they were taken after June 24, salted and laid in barrels in his ship, on penalty of the herrings, or value of them; nor shall any master receive them on board yawgers after the 15th of July on penalty as above.

6. The herring masters shall not mix different sorts together, or sort them as the first sort, which contain full, middle, and small. But the first or full herrings shall be sorted with the first, the second or middle herrings with the second, and the third or small herrings with the third; and in case of an extraordinary capture, the time not permitting to sort them properly, the masters, at their coming on shore, shall be obliged to report them as unsorted herrings to his owners.

7. The first taken herrings are not to be sold, unless they have been ten days in pickle, and not then, till marked by the inspectors between the neck and belly hoop, on penalty of 300 guilders; and, in case of non-payment, to be confined to bread and water for a month; and all herrings brought into the said provinces, without such mark, to be publicly thrown into the sea.

8. That no inhabitants of Holland or West Friesland shall be engaged with others living out of the said provinces, in busses or yawgers, under the penalty of ship and cargo, and 600 guilders to be recovered,

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vered, though the fact hath been committed 20 years paſt.

9. Any perſon who cures herrihgs with French ſalt, from St. Martins, Olderdame, Borea, Browart, the South of France, the Weſt Indies, or Iſle of May, ſhall forfeit the herrings.

10. No Spaniſh or Portugal ſalt ſhall be put in caſks before the cure-maſter has examined it, on penalty of 25 guilders for every hundred weight; nor ſhall they carry to ſea any other but the above for the herring fiſhery, and that to be twice examined by the cure-maſter, who muſt open each barrel before it is ſhipped, and ſtamp them with his mark; in caſe of failure, the maſter to forfeit 36 guilders.

11. Full barrels are to be ſalted in no leſs a proportion than 4 barrels of ſalt to every laſt, or twelve barrels of herrings; the herrings to be properly gutted, and afterwards laid croſs-ways in the barrel, under a penalty of 300 guilders. The herrings ſo improperly ſalted, viz. the firſt ſort mixed with the ſecond, to be reckoned unſorted, and to be ſold with the third ſort as third ſort, and to be reckoned and paid in that manner by the purchaſer, likewiſe at the charge of the maſter.

12. The curing of the herrings ſhall be completed three weeks after they arrive, whether they be ſold or not, and ſhall be repacked more than once, according to the nature of the herring, and cuſtom of the place; if not in the above limited time, the buyer to have no redreſs.

13. Herrings ſhall not be repacked or heightened with freſh pickle, but in the public ſtreets, or cuſtomary places, with open doors, where any may enter, under a penalty of 240 groats.

14. No herrings ſhall be repacked or heightened to be ſent abroad before the cure-maſter has inſpected them, and aſcertained that they are duly packed. Nor are ſmall herrings to be packed up with great, but

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but each ſhall be filled up with thoſe of a like kind, and taken at the ſame time and branded with theirs and the city's mark. Each cure-maſter may make the maſter of the buſs open his barrels twice in his view, to have two inſpections, and at each time to pay half a farthing, the one to be paid by the buyer, and the other by the ſeller.

15. Herrings taken after July 26, and ſalted with fine ſalt, may be exported as wrack weſtward; the barrel to be bound with ſixteen hoops, having the date of the year on the belly, and mark of the purchaſer thereon.

16. Herrings taken after Auguſt 24, and Bartholomew tide, may be ſalted with fine ſalt, boiled with ſea water, according to agreement with the city of Cologn.

17. There ſhall not be ſent abroad to the weſtward, or France, Flanders, and Brabant, any herrings but thoſe taken and packed after Bartholomew tide, and marked with the grand Rouen brand: Nor ſhall any be ſent to Hamburgh, Bremen, Cologn, or other ports, that may be cured with coarſe ſalt, whether they be wrack, or refuſal fiſh, on penalty of 6 guilders each barrel, and naval correction.

18. Herrings once exported, ſhall not be brought back, or cured anew, on pain of forfeiture of the fiſh.

To the above regulations of the ſtates ſince 1749, we ſhall add ſundry laws of the laſt century, which, though in ſome parts ambiguous, may be uſeful.

Inſtructions by the Magiſtrates of Rotterdam, to be obſerved by the Labourers employed in lifting Herrings out of the Barrels, and bringing them to the packing Tubs (called by them Inwerpers).

1. No man ſhall be admitted to be an inwerper except ſuch as ſhall take an oath to obſerve the fol-

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lowing articles, and be approved of by the magiſtrates.

2. They ſhall throw no herring into the packing tub before they have firſt put into it two and one half or three barrels of clear pickle, which pickle is to be put through a ſieve to clean it from ſcales and other naſtineſs.

3. They ſhall not raiſe up any herrings or carry them to the packing tub before they have firſt filled up the barrels with clear pickle, and the cure-maſter as viſitor has performed his office.

4. In raiſing the herrings they ſhall narrowly notice the ſea marks, and obſerve whether the herrings they take up are of the ſame ſort which ought to be packed for ſuch a burn-mark, viz. the barrels marked 1, containing jacobi herrings, to be packed into the circle or jacobi burn-mark; the Bartholomew herrings marked B, to be packed into the Bartholomew burn-mark, and the croſs herring marked X ſhall be packed into the croſs burn-mark, and great burn-mark.

5. In caſe they ſhall diſcover any other mixture of herrings than the ſort that is appointed for ſuch a burn-mark as they are ordained to be marked with, or have any doubt about them, or find the herrings better in the top than in the middle, they ſhall immediately carry them off from the packing tub and ſhew them to the viſitors, and take ſpecial care that no herrings that are rejected by the viſitors ſhall be fraudulently brought back to the tub or thrown into it.

6. They ſhall throw no more herrings into the tub at a time than they can handſomely lift up with their hands.

7. They ſhall raiſe only ſeven barrels, and put thoſe herrings into the tubs, and afterwards put the pickle that is in the tubs through a ſieve before they offer to throw in more herrings.

8. They ſhall not allow the boys to take herrings out

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out of their hands, but out of the tubs, where they muſt firſt be plunged, that they may appear clear in the barrels into which they are packed.

9. The tubs are to be filled moderately, to prevent loſing of the herrings or pickle, by throwing in too many.

10. They ſhall be obliged to ſort out a parcel of the beſt middling ſort of herrings, which are to be put into a barrel, and made uſe of by the packers for the upper gangs, and not thrown into the tubs with the reſt; the pickle that is in the barrel which holds the ſaid herrings is to be cleaned by a ſieve at the ſame time that the tub is cleaned, which is after the raiſing of ſeven barrels, &c.

11. They ſhall not be frighted or ſcared from their duties by threats, promiſes, gifts, or rewards; neither corrupted nor enticed to do any thing that is contrary to the fixed regulations, directly or indirectly; if any ſuch thing ſhall happen, they are immediately to acquaint the viſitors of the ſame.

12. They ſhall behave themſelves ſoberly like honeſt houſekeepers, and forbear ſmoking tobacco during their work.

13. All which articles the aforeſaid labourers (inwerpers) employed in raiſing of herrings and bringing them into the tubs for packing, ſhall faithfully, honeſtly, truly, and diligently obſerve, as alſo ſuch general ordinances and ſtatutes as are made concerning the great fiſhery, on pain of being removed from their ſervice, reputed perjured, and puniſhed as ſuch.

Inſtructions by the Magiſtrates of Rotterdam, to be obſerved by the Packers and Upfillers of Herrings.

1. No man ſhall preſume to exerciſe the office of a packer before he is firſt admitted thereto, and has

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taken the uſual oaths required, under pain of diſcretionary puniſhment.

2. The aforeſaid packers ſhall not fill up or pack any herrings for the circle, or burn-mark, before they be firſt viſited by the keurmeeſters, while they are in ſea package.

3. In caſe the herrings in the middle of the barrel ſhall not prove ſo good as in the top, they ſhall acquaint the viſitor with it, and obſerve his direction about them.

4. And they ſhall not pack into the aforeſaid package, but throw out, all broken herrings, ſuch as are ſick in the ran or melt, belly ſick, ſuch as have been too long ungutted, ſpaned herrings, ſuch as have been ſcrimped of ſalt, wrack herrings, white ranned herrings, and in general all ſorts of herrings that are not merchantable and unfit to be packed.

5. The packers ſhall lay the herrings as ſtiff and faſt as poſſible, ſtretch the gangs, cloſe them, and bring them cloſe to the ſides of the barrel, that the mark may be well packed, and as heavy as poſſible.

6. The packers ſhall not in one day lay at any tub more than two laſts of herrings of the great burn-mark, 3 laſts of croſs burn-mark, and 45 barrels of circle or Bartholomew burn-mark, except it ſhall be by expreſs order of the viſitor.

7. All herrings packed by them in barrels, which are marked with the great burn-mark, ſhall be lifted out of the packing tub from amongſt the pickle, and put into trays or flat tubs that have holes bored in their bottoms for draining, out of that they are to be packed into the barrels, except the two uppermoſt gangs, which for herrings marked with the great burn-mark, are to be taken out of the flavour barrel, and the upper gang of all other marks taken likewiſe out of ſaid barrel. They ſhall likewiſe draw off or pull away the (bellern) bellies from the herrings laid into thoſe flavour gangs.

8. They ſhall put their marks upon both heads within

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within each barrel, and likewiſe upon the broadeſt ſtave in the middle of the barrel, which they ſhall ſhow to the viſitors, ſpringers, and coopers being preſent, under the penalty of three guilders.

9. They ſhall throw no pickle upon herrings without putting it through the ſieve, for which end they ſhall have with them a ſmall pickle diſh, a ſieve, and a ſtick.

10. So ſoon as the bell of the cure-houſe ſhall ring, they ſhall be obliged to repair thither to ſerve the merchant, and to pack if they are deſired; and before they caſt lots amongſt themſelves who ſhall be employed on the work, they ſhall firſt enquire of the merchant how many herrings he deſired to be packed, which he ſhall be obliged to declare, and thoſe packers, who by lot falls to ſerve him, ſhall work at ſaid herrings, neither more nor leſs, under the penalty of 24 guilders, to be forfeited by him who has cauſed more to be packed; and the packer that has packed more herrings than are given up by the merchant, before caſting of lots who ſhould work, is to be deprived of the privilege of working as a packer for a month, and forfeit three guilders, except it be by expreſs conſent of the cure-maſters.

11. The aforeſaid packers ſhall not hight or pack any herrings into Deuteltonnen, neither begin to pack or hight herrings before the barrels, out of which they pack, be firſt filled up with pickle; and likewiſe, before they begin to pack, they ſhall take out the undermoſt and uppermoſt plugs from the barrels into which they pack burn-mark or circle, that the pickle may run off, under the penalty of 10 ſtivers.

12. The packers or fillers up of herrings, ſhall not pack or hight herrings any otherwiſe than under the open heavens, and for that reaſon immediately leave work when it begins to rain, all under the penalty of ten guilders, which the cure-maſter ſhall exact

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act of them, or cauſe to be exacted from them by the officer, or ſuſpenſion from their office.

13. The ſaid packers and highters ſhall not give away any herrings, or ſuffer that to be done without conſent of the merchant, directly or indirectly.

14. They ſhall be obliged to ſerve in their births, otherwiſe not allowed to work next year.

15. They ſhall work out their work, which they are obliged to do by lots, except being great burn-mark packers, and at the time employed in packing leſſer ſort of herrings, they ſhall be called from their tubs to pack great burn-mark herrings, then other packers be put, or ſhall be put in their room.

16. They ſhall have for fees or ſalary, for each barrel of Rouane great burn-mark, 5 ſtivers, and for half a barrel, 3 ſtivers, and for the firkin $1\frac{1}{4}$ ſtiver; for every barrel (ceulſe crurs brand) ceulen croſs burn-mark, Bartholomew and circle herrings, 4 ſtivers, and for every half barrel of ſuch herrings, $2\frac{1}{2}$ ſtivers, and for the firkin, $1\frac{1}{2}$ ſtiver; for every barrel wracks or unſufficient herrings, 4 ſtivers, for the half barrel, 2 ſtivers, and for the firkin, $1\frac{1}{4}$ ſtiver. The ſaid packer ſhall pay the (inwerper) labourer, that puts the herrings into the packing tubs, 18 pence per diem, their wages proportioned according to the time they work, and likewiſe to the boy that lifts the herrings out of the packing tub and puts them into trays or flat tubs for draining, 8 pence per diem; to the fillers-up of the herrings named hoogers, 6 ſtivers per laſt, including the gangs that are raiſed by the viſitor for trying the ſufficiency of the herrings; and the ſaid packers ſhall pretend to no more ſalaries or fees, under any name whatſoever, neither claim any herrings under name of drink-money, beergelt, or brandinine, either by themſelves, their wives, or any other perſon whatſoever, but content themſelves with the aforeſaid fees or ſalaries only.

17. They ſhall behave themſelves ſoberly during their

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their work, and refrain from ſmoking tobacco, under penalty of being diſcharged from working.

18. The packers and highters of herrings ſhall be bound to obſerve the aforeſaid directions in every point, obey the cure-maſters in the exerciſe of their office, on pain of being ſuſpended from their employments, and the arbitral correction of the magiſtrates according to the nature of their crime.

Inſtructions by the Magiſtrates of Rotterdam to the Servants attending their Herring Cellars named by them Plaatſknegten.

1. No man ſhall be admitted or allowed to ſerve as a labourer or overſeer in the herring works, except ſuch as have taken an oath to obſerve the following articles, and are approved of by the magiſtrates.

2. All ſuch ſervants or overſeers ſhall be obliged to take up a faithful and exact account of what herrings they receive, for their maſters uſe, out of the buſſes, by writing down the ſherman, or maſter of the buſs's mark, adding to it a diſtinction, what ſorts the herrings conſiſt of, or whether they be full herrings cured with great ſalt, manis herrings which are their fat herrings; herrings caught after St. James's day, St. Bartholomew's day, cruiſe herrings, or herrings caught after, or in the months of September or October; yelen herrings, or lean ſpanned herrings; and take care they dont mix them by laying them through one another, on the quay, ſtreet, or warehouſe, but keep them ſeparate according to their marks

3. When the viſitors or cure-maſters ſhall enquire for a ſight of any herrings in their cuſtody, the ſeveral overſeers of the herring works ſhall ſhow them to them diſtinctly, according to their ſorts.

4. When herrings are filled up, the aforeſaid ſervants

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vants ſhall take care to keep ſeparate all ſuch herrings as are wracks, have faults, or are inſufficient, without mixing them with other herrings, or ſuffering any other perſon to do it, keeping every mark by itſelf as in the ſecond article.

5. In the like manner the aforeſaid ſervants ſhall not only hinder, but uſe all poſſible diligence to prevent the mixing of herrings in repacking them, eſpecially that no groſs ſalt herrings be mixed with jacobi herrings, nor great ſalt and jacobi herrings amongſt Bartholomew herrings or cruiſe herrings; far leſs any wrack herrings ſhall be brought, or ſuffered by them to be brought to the tubs where the packers are working, but immediately they are to carry them off ſo ſoon as the cure is performed by the viſitors, by ſhutting up the barrel and rolling them away.

6. The aforeſaid ſervants ſhall by no means diſturb or moleſt the cure-maſters or viſitors in the exerciſe of their office, neither the coopers and packers; and ſhall not endeavour to corrupt or bribe them to neglect their duty either by threats, gifts, or promiſe of reward, or any other manner of way whatſoever.

7. And in caſe any of ſaid ſervants ſhall be deſired by their maſters to commit any frauds contrary to the ſaid regulations, they ſhall be obliged to acquaint the directors of the fiſhery, named penning meetoren.

8. The aforeſaid ſervants ſhall not endeavour to abuſe or deceive the viſitors of the herrings, by cauſing them to put a wrong burn mark on repacked herrings, viz. a leſs ſort for a greater; far leſs ſhall they alter any of the marks after burning, or alter the hooping of the barrels to make herrings leſs in value, paſs for a different mark from what they were deſigned; and for preventing ſuch frauds and abuſe, take care always to keep the mark ſeparate.

9. In

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9. In caſe the aforeſaid ſervants ſhall have occaſion for any aſſiſtants, they are to acquaint the viſitors, and to be accountable for all abuſes and frauds theſe aſſiſtants ſhall happen to be guilty of contrary to the ſaid regulations.

10. The aforeſaid ſervants ſhall not at any time alter any of the ſea-marks, dates, burn-marks, by ſhaving or cutting them off from the ſeaſtrikers repacked herrings, far leſs ſhall they put any other marks in place of them, nor ſuffer it to be done by others.

11. The ſervants ſhall faithfully and exactly notice, in conjunction with the viſitors, all the wracks and faults that may happen to be on ſea-ſheck herrings, taking care that there be an exact account taken of them, as well by them as the viſitors, which they ſhall deliver in to their maſters, without feed or favour, and any ways wronging their intereſt.

12. Under the general name of herrings made mention of in the aforeſaid regulations, is to be underſtood, no other ſorts of herrings than ſuch as are dreſſed and ſalted, conform to their high and mightineſſes their placarts, and conform to the ſtatutes of the great fiſhery of the country; no ſervant or plaatſknegt ſhall offer to meddle with any herrings caught by foreigners, imported into the provinces, either to pack or re-pack them, far leſs mix ſuch herrings with Dutch.

13. Every evening the ſaid ſervants ſhall, in conjunction with the viſitors, take up an exact liſt how many wracks have happened that day, and whether they be right notted on each mark; alſo that thoſe wracks remain; if otherwiſe, they ſhall acquaint the perſon that buys the herrings to prevent any miſtake by mixture.

14. The aforeſaid ſervants ſhall, during their work, forbear the ſmoking tobacco, behave themſelves diligently, ſoberly, and faithfully in their maſters ſervice, without giving them any unmannerly

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nerly offence, neither ſhall they deſert their maſters ſervice, except on a lawful occaſion.

15. The aforeſaid ſervants ſhall, ſo far as it concerns them, faithfully and truly regulate themſelves according to the foregoing articles, and the general ordinances that are ſtatute concerning the herring fiſhery, on pain of being turned out of their ſervice, accounted menſworn, or perjured, and puniſhed as ſuch.

Inſtructions for the Coopers and Daunters or Springers of Herrings.

1. None ſhall take upon them to exerciſe the office of a cooper or ſpringer of herrings before they be admitted and have taken an oath before the magiſtrates to obſerve the following directions.

2. The coopers belonging to any herring works ſhall not be allowed to daunt * any herrings that have the circle or burn mark, but leave that to be done by the coopers and daunters whoſe turn it is to do that ſervice by lot, and who ſhall firſt once daunt the aforeſaid circle and burn-mark, and likewiſe the great burn-mark, which they ſhall waſh off with clear pickle, and afterwards making looſe the bulge hoops, tread in the head of the barrel as ſtiff as poſſible, taking good notice that the bellen of the two laſt gangs of the great burn-mark herrings be taken off by the packers, and the bellen of the laſt gang of the Keuleen brand.

3. The coopers and ſpringers ſhall not daunt any herrings except ſuch as are ſalted with refined ſalt, (according to the order of package) and ſhall head or ſuffer to be headed no herrings except ſuch as are full, ſtiff, and well packed, and when they find

* *Daunting* ſignifies preſſing the herrings, jumping upon them after they are packed. Some of the moſt experienced fiſhers in the weſt of Scotland, think that this practice looſens the herrings from the bone, and is otherwiſe hurtful.

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them otherwiſe, they ſhall challenge, or charge the packers, upon their oath, that they have taken to make them ſufficient, and that they preſs them better with their hands in laying as they ought, and the packers ſhall be obliged to hearken to their reproofs and directions.

4. The ſpringers and coopers ſhall take notice that the packers ſhall pack no herrings before the barrels out of which they pack are firſt made full with pickle, and likewiſe take notice that the packers do not pack or hight herrings in any deutel tonnen, as alſo that the plugs below and above be firſt taken out of the barrels that the pickle may run off, thoſe that does otherwiſe ſhall be delated to the cure-maſter, who is immediately to be acquainted with it.

5. The ſpringers ſhall take narrow notice that the right hand of the barrel into which herrings that have the burn-mark are packed, be marked on the under or inner ſide with the packer's mark, and they ſhall not cloſe up or head up any herrings before they have ſeen ſaid mark diſtinctly, under the penalty of 20 ſtivers.

6. No man ſhall preſume or take in hand to cut off, or ſuffer to be cut off, any circles or marks that are put on the barrels by the cure-maſters, and by ſo doing get a ſecond cure performed on ſaid herrings.

7. The aforeſaid coopers ſhall bind every barrel that is marked with the great burn-mark with 20 hoops, or more, according to the largeneſs or ſmallneſs of the hoops; the warks and outſhots of ſaid herrings, with 16 hoops and no leſs; alſo the Ceulen brand with 16 hoops, and the warks of them with 16 hoops of the beſt ſort that the merchant has.

After all my enquiries in Holland and Great Britain relative to the Dutch method of fiſhing and curing the herrings, I was ſtill ſenſible of a deficiency in the knowledge of that important object. The

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The perſons engaged in the Hebride and eaſt counttry fiſheries ſeemed totally unacquainted with it. Others alſo who had reſided in Shetland differed widely from each other in their reports; and even natives of Shetland, two of whom were examined before the committee of the Houſe of Commons, ſeemed imperfect on that ſubject. The firſt perſon examined, ſaid, he lived on a remote iſland, at a conſiderable diſtance from Braſſa Sound, that he was ſolely engaged in the white fiſhery, and could give no account of the herring buſineſs. The ſecond perſon reſided at Lerwic, and was more intelligent, but being alſo engaged in the white fiſhery, his account of the herring buſineſs fell ſhort of my expectations, though I ſpent ſome hours with him privately on that head. Soon after, I was ſeaſonably favoured with the following important particulars, by two different channels; which, with the informations communicated in the courſe of this work, lays open the whole myſtery of the buſineſs as practiſed by the Dutch, with ſuch benefit to individuals, and the ſtate.

Copy of a Letter from Lerwic, Capital of the Shetland Iſles, March 9, 1785.

The Dutch buſſes, of all nations, are the beſt conſtructed for the herring fiſhery in the open ſea, as they are long round veſſels, with a waiſte about 30 inches high, which not only makes them warm and comfortable, but ſafe for the fiſhermen, while employed in gutting and curing the herrings. A proper veſſel for the herring fiſhing on the coaſt of Shetland, in ſummer, if new, ſhould not coſt, with her new caſks and every other fiſhing implement, under 1000l. of which the nets coſt a very large ſhare. The ſize of the Dutch veſſels run from 50 to 70 tons. They have what is called a fleet of 50 nets to each buſs. The nets, when ſtrung or made faſt to the rope to which they are fixed, meaſure about 50 fathoms long, and 7½ deep. What they call the buſs rope,

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rope, which is the rope that the whole fleet of nets depend upon, and by which the veſſel rides when the nets are out, is generally 120 fathoms long, and 7½ inches thick; and of which the Dutch, Danes, and Pruſſians always have two, in caſe of one failing. Theſe ropes are ſeldom uſed above three, often not above two years, and are made of the beſt materials, and great need is for it, as on it depends, in a ſtorm, the ſafety of the out-fit of nets, buoys, ropes, &c. and perhaps a large haul of herrings. Inſtances have happened, when, by the failure of this rope, the whole out-fit has been loſt, and the veſſel obliged to return home.

Altho' it is ſaid, and generally believed, that the herrings in ſummer are caught near the Shetland coaſt, yet it as frequently happens that they are caught near the Buchanneſs, but it as regularly happens that when they are caught near the Buchanneſs, and near Shetland, at the ſame time, that the latter are of a ſuperior quality, and give a higher price at market.

The fiſhing veſſels are all divided below decks in rooms calculated to hold each its particular part of the out-fit, and the acceſs to each of them is from the deck by a ſeparate hatch.

When they ſet out, the veſſels are quite full of caſks, one part of which is filled with ſalt ſufficient to fill the whole cargo. This is always foreign ſalt, either bay ſalt or St. Ubes. No Britiſh ſalt has ſtrength to cure the fat herrings caught here in ſummer.

When the nets are hauled in, and the herrings taken from them, the nets are put immediately below decks into their own room, and the herrings into two equal places, built upon deck, like large meal garnels, with ſhifting boards, and immediately after all is ſtowed away, they begin to gut, clean, * and

* The writer muſt be under a miſtake with regard to the cleaning of herrings, there being no ſuch practice, or any cauſe for it.

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pack the herrings into barrels, and whatever remains uncured at the ſun's going down, is thrown overboard.

The crew conſiſts of 14 people; the maſter, mate, cook, five experienced fiſhermen, two young men who have not full wages, two younger than theſe, two, at ſtill inferior wages, and two young boys, ſometimes poor boys that are taken on board for their victuals without wages.

When herrings are caught, the maſter, mate, and cook, manage the veſſel; the others are all employed in their different ſtations, in gutting, cleaning, packing, and curing the herrings. The five experienced fiſhermen muſt all be coopers, and pack, cure, and cooper the caſks, and each muſt put his particular mark on the caſks he coopers, ſo as to detect him if he works ſuperficially, and for which he often pays by loſing part of his wages.

The Dutch never ſhoot their nets before the 24th of June. They have a certain number of jaggers for carrying of the herrings caught from that time to the 15th of July. The firſt, go to Holland; the ſecond, to Hamburg; and the third, to Bremen.

If the demand for herrings is greater at Hamburgh, they often ſend two or three cargoes more there.

No herrings go to market until they are repacked, (that is filled up) except thoſe caught the ſecond or third night, which are ſent off in their original package in order to catch the firſt market, there being no time for repacking.

When they have time, they generally repack or fill up, eight days after the herrings have been firſt ſalted. The veſſels often fiſh within ſight of the land, and ſometimes very near it, ſo as they are ſeen riding under their nets from the ſhore, but that is always with an off-ſhore wind. They ſhift ground as they find the herrings more to the northward or ſouthward, but are ſeldom upon the coaſt, at leaſt few of them, after the end of July, or firſt week of Auguſt, alledging that the herrings go all ſouthward as the ſeaſon ſpends, and they generally end that fiſhery near Yarmouth.

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The herrings are ſeldom in our bays in ſummer, except a ſmall kind not merchantable. Sometimes they ſet into the bays on the weſt coaſt in autumn, but ſo uncertain, that gentlemen who have at different times kept a ſtock of ſalt and caſks upon hand for the purpoſe, have loſt conſiderably by it. The barrels uſed by the Dutch, meaſure about 34 gallons; are of a thin ſuperficial make, and made only fit to carry their herrings to market once.* They coſt in Holland a guilder, or a ſum equal to 1s. 9d. No jaggers remain with the buſſes after the 15th of July. They muſt that day leave their ſtations and go home, whether they have got cargoes or not. But it often happens that they have all cargoes, and are away a week before they are obliged to go. All the herrings caught after the jaggers leave the fleet, are cured and kept on board the reſpective veſſels by whom they are caught, until a cargo is made, or until the ſeaſon is over for fiſhing.

Sloops of an ordinary make are not fit for fiſhing in the open ſeas, as there is no room upon their decks for all the operations and conveniencies neceſſary. Beſides, they are commonly too low in the waiſt. The jaggers carry boats for bringing the herrings from the buſſes at ſea, but the buſſes never carry any, as there is no room upon deck for them. The Dutch know from the colour of the water, whether the herrings ſwim deep or high up in the water, and regulate their buoy ropes accordingly.

Extract of a Letter from Scotland, May 10, 1785.

Since you was in this place I have had a converſation with a perſon who was many years engaged in curing of herrings on board the Dutch buſſes; and it is from him, as well as from others, I learned that the ſuperiority of the Dutch herrings, may be aſcribed to the following cauſes, viz.

* Meaning the barrels for the early ſummer herrings.

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1. To the fine herrings being never caught but when they are in ſeaſon. The Dutch never begin to fiſh before the 24th of June, and their prime herrings are taken chiefly in the month of July.

2. To the herrings being taken alive out of the nets; for, as the Dutch drive with their nets from the buſs, and haul them every now and then, the herrings do not hang long in the nets, as is the caſe, with ſuch of our buſſes as fiſh with boats, and ſet their nets to the ground.

3. To the herrings being ſtrewed over with ſalt, the moment they come out of the nets and are laid upon the deck of the veſſel, are which is done before they are gutted.

4. To the gills and gut being taken out by an inciſion made with the knife, inſtead of being taken out with the fingers as is the practice with us. By which firſt method the great blood veſſels at the heart are laid open, and the fiſh diſcharges itſelf of blood, &c. Hence the peculiar whiteneſs of Dutch herrings, both in the fiſh, and at the bone, where there is no blackneſs occaſioned by the coagulation of blood, as is often the caſe with Britiſh herrings.

5. To their being cured with refined ſalt, which is prepared expreſsly for the purpoſe, by being cleared of bittern, and all that putreſcent matter, which tends to corrupt, in place of preſerving the fiſh. I am told that even the ſalt from France, Spain, Portugal, &c. is refined in Holland before it is uſed for the curing of herrings.

6. To the Dutch never taking on board any buſs more herrings in the morning than they can cure before ſun-ſet: nay, I am informed, if any ſuch remain, the maſter of the veſſel is obliged to throw them overboard.

7. To their being packed ſea-ſtick in tight barrels made of oak, ½ inch thick in the ſtave, ſuch as will hold in the firſt brine or pickle, which brine it is that alone makes the cure of the fiſh.

Laſtly, To their wiſe regulations with regard to the whole proceſs of curing and packing.

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Notwithſtanding the unwearied attention of the ſtates of Holland to this fiſhery, the ſale hath gradually fallen off ſince the middle of the laſt century, inſomuch, that the buſſes, which on an average of years, exceeded 2000, ſcarcely amount at preſent to 200; but as every buſs makes two or three cargoes, we may ſtill eſtimate the annual cargoes of herrings taken on the Scottiſh coaſt, at 500; beſides the augmentation in the tonnage of the buſſes which of late years hath doubled the antient dimenſions.

When popery was more univerſal, and when the lent was rigidly obſerved, the Dutch market extended over great part of Europe; it is now chiefly confined to their own country, Germany, the Auſtrian, and French Netherlands.

This trade is greatly facilitated by means of ſundry large rivers, as the Rhine, the Maeſe, the Weſer, the Ems, the Elbe, and the Schield, with their branches. At Frankfort, and the hither parts of Germany, a Dutch herring ſells at the price of two pounds of beef or mutton.

In Bohemia, and other diſtant parts, the price is enhanced to ſix pence, owing partly to the numerous tolls or tonnages in paſſing through different ſtates.

It would ſeem that the Dutch have always been jealous of the interference of Great Britain in the herring fiſheries. A certain author attributes the miſcarriages of the Britiſh eſtabliſhments in the laſt century to the gold and influence of that people.

When the Britiſh government, in 1749, reſumed the buſineſs of the fiſheries, the Dutch took the alarm, and immediately publiſhed freſh placarts on pretence of enforcing the fiſhery laws, which they alledged had been neglected, and "from whence, ſay they, it is to be apprehended that the now already much leſſened foreign ſale of the Dutch herrings, and the good repute thereof, will entirely ceaſe, and, on the contrary, become in diſeſteem, to the great detriment and prejudice of the trade, and

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conſequently to the ruin of the great herring fiſhery; being ſo apparent a loſs to the trade and welfare of the country, and the inhabitants thereof, in caſe it is not ſpeedily and rigorouſly examined into."

Such is the language of ſtrangers, who from long uſage conſider themſelves as having a right to the fiſhery, but as nature hath beſtowed this bounty on the Scottiſh ſhores, as an equivalent for her ſcanty diſpenſations in the ſoil and climate, it is but fair that the inhabitants ſhould be permitted the full enjoyment thereof; or, at leaſt, ſome excluſive privileges, by which they may not only arrive earlier at foreign markets than the Dutch, but alſo be enabled to ſell their cargoes ſomewhat cheaper.

So trifling is our fiſhery in the north ſeas, that when a ſolitary Scotſman appears in his little black ſloop or brig, amongſt the elegant veſſels belonging to the Dutch, he becomes the ridicule of the whole fleet. "Here comes the admiral—ſalute our noble commodore—hoiſt your pennants—fire your guns," are the ſcoffs levelled at the poor Scotſman, even by the phlegmatic Dutch. An anonymous author affirms that theſe people will ſometimes run in cloſe upon the coaſt after they have got their cargo, on purpoſe to break the ſhoals, with a view to obſtruct the ſucceſs of the natives. Though we can hardly give credit to this report, it is certain, that the Dutch method of dragging the ocean from the Britiſh ſhore to the diſtance of 20 or 30 miles, muſt ſo diſperſe the herrings as to prevent them from appearing in large bodies ſo often as they otherwiſe would, both on the Scottiſh and the Engliſh coaſt.

Beſides the detriment to the Britiſh fiſheries, as above ſtated, the Dutch, by means of their great capitals, and univerſal correſpondence, are enabled to foreſtal the European markets, even before the herrings are taken, a circumſtance which will, unavoidably, retard the progreſs of the native fiſhery, notwithſtanding every effort of government to ſup-

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port it. If, therefore, the Scots wiſh to recover their hereditary patrimony, the ſtaple ſource of commerce, navigation, and national conſequence, they will endeavour to ſecure the northern fiſheries to themſelves and their fellow ſubjects of England, either by a total prohibition of all foreigners from rendezvouſing and fiſhing within a limited diſtance of the Shetland Iſlands; or, by ſubjecting them to ſuch tonnage, or duties, as will prevent them from engroſſing foreign markets. This Britons have a right to expect: it is the law of nations, the language of common ſenſe; even the Dutch themſelves could not deem it unreaſonable. On the contrary, they have ſet the example in their inſignificant fiſhery upon their own ſhores, which they farm, or let out to the beſt bidder; thereby making a property of the ſea.

CHARLES I. In 1636, iſſued a proclamation, prohibiting their fiſhing on our coaſt, which the Dutch diſregarded, on a preſumption of right, derived from the ſlender pretext of an occaſional toleration from ſome of his predeceſſors. Upon this, the king ſent the earl of Northumberland with a fleet to the north ſeas, where the Dutch buſſes were buſily employed: the earl having in vain required of them to deſiſt, he ſunk ſome, took others, and put the reſt to flight. The ſtates were then glad to ſolicit the lord high admiral to intercede for them with the king, for permiſſion to continue their fiſhing for that ſeaſon only, for which they would pay his majeſty 30,000l. their requeſt was granted and they paid the money. They further offered to become tributary forever, for the ſame amount, but the propoſal was rejected. 30,000l. annually, with its accumulated intereſt, would, at the preſent day, have exceeded 17,000,000l. which is more than we have realized by the whole empire of North America, after deducting the expence of that country in wars, protection, bounties, and civil eſtabliſhments. Fur-

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ther, had ſuch annual tribute been appropriated unalienably to the improvement of Scotland, and particularly the Highlands, this noble iſland would not have become a nurſery of manufacturers, farmers, ſeamen, and fiſhers to other countries, from want of encouragement at home.

An opportunity offered at the cloſe of the late war, for taking this matter into conſideration, but it ſeems to have been overlooked. Something may ſtill be done, by amicable negotiation, with a people who owe their civil and religious liberties; the riſe of their opulence, commerce, and navigation, to the aſſiſtance of England, and the fiſheries of Scotland. This ſeems to be the ſenſe and the earneſt wiſh of both kingdoms from the Thames northward.

Of the Swediſh, Norway, Daniſh, Pruſſian, Flemiſh, and French Fiſheries.

The herrings, as hath been obſerved, forſook the Swediſh and German coaſt about the beginning of the 16th century, a circumſtance extremely favourable to the Dutch, who thus ſaw themſelves without a rival, the trifling exports from Yarmouth and Scotland excepted. At length, about 30 years ago, the herrings returned to the coaſt of Sweden, which they have continued to viſit with ſuch regularity, (till 1784, when no fiſh appeared) that the fiſhery hath become a capital object of the Swediſh commerce. The Swedes have not, however, adopted the Dutch method of curing, and their herrings are ſo greatly inferior, that they ſell in Stockholm at a farthing each; while thoſe from Holland bring a penny, and are uſed by the firſt families of that capital.

It is ſaid, that the Swedes have fallen upon a method of extracting oil from the herrings, and with conſiderable profit to thoſe who have engaged therein.

The herrings have frequented the coaſt of Norway with greater regularity, but we know little of their manner of curing. It is certain that the Danes,

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though they are maſters of Norway, frequent the Scottiſh ſhores in the fiſhing ſeaſons, to the number of 30 or 40 buſſes. This preference to the Scottiſh fiſhery, muſt either be owing to the ſuperior quality of the herrings, or the turbulence of the ocean on the coaſt of Norway, and the dangers of a lee-ſhore during the weſterly winds.

About the ſame number of buſſes frequent the coaſt of Shetland, from Pruſſia, Oſtend, Dunkirk, and France, for which permiſſion the Britiſh court hath a claim to ſome excluſive commercial privileges from thoſe ſtates, though hitherto neglected.

Of the Engliſh Herring Fiſheries.

To a temperate climate, a fruitful ſoil, and rich mines, England is abundantly ſupplied in great variety of fiſh, as herrings, cod, ling, haddocks, whitings, pilchards, ſalmon, mackarel, flat and ſhell fiſh; inſomuch, that the capital, though at the diſtance of 50 miles from the ſea, is well ſupplied at all ſeaſons, beſides an export trade amounting to about 100,000l. annually.

Of theſe fiſheries, that carried on from Yarmouth, for herrings, is the moſt antient upon record in the national annals, and which, it is conjectured, from its magnitude and long duration, hath brought a ſum into the kingdom equal to 20,000,000l. of the preſent money.

It appears from antient records that the place where great Yarmouth now ſtands was originally a ſand-bank in the ſea; that by degrees it appeared above water, and became dry land: and that fiſhermen from different parts of England, eſpecially the Cinque ports, and alſo from France, and the Low Countries, reſorted hither annually to catch herrings at a certain ſeaſon of the year, when the ſea afforded great plenty. That, as the ſaid land was then unoccupied,

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occupied, and its ſituation extremely convenient for drying their nets, manufacturing their fiſh, and expoſing it there to ſale, they erected temporary booths or tents, as their ſeveral circumſtances permitted, to retreat, and ſecure themſelves from the inclemency of the weather.

And, that for the better keeping of the peace, and ſecuring each his property, the barons of the Cinque ports, then the principal fiſhermen of England, deputed ſeveral officers, called bailiffs, to attend this fiſhery or fair, every year, during the ſpace of forty days, from Michaelmas to Martinmas, that being the principal herring ſeaſon. Thus the fiſhery continued ſome time after the firſt beginning, which appears from various concurrent circumſtances, to have been ſoon after the landing of Cerdick the Saxon, in 495.

In later times, when the ſandy beach became ſafe and commodious to dwell upon, the fiſhermen began to build houſes, and for their better defence, founded a burgh, which, gradually increaſing, contained in the reign of Edward the Confeſſor, ſeventy burgeſſes.

In 1108, Henry I. in conſequence of the great increaſe of inhabitants, and concourſe of fiſhermen and traders, from various parts of England, Flanders, and Normandy, appointed a magiſtrate to govern the borough, called in Latin *Propoſitus*, but in the dialect of thoſe times *Le Provoſt*.*

From this period downward, we perceive an unremitting attention to the ſucceſs of the Yarmouth fiſhery, particularly in 1357, when a body of laws was enacted by Edward III. and his parliament, relative to the better regulation of the fiſheries, and the great annual fair held at Yarmouth. That politic

* This term is ſtill uſed in Scotland, where the mayor is called the provoſt, and the lord mayor, the lord provoſt.

monarch,

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monarch, with a view to promote the herring trade, became a purchaſer of their fiſh, and in 1358, fifty laſts of herrings were ſhipped at Portſmouth for the uſe of his army and fleet in France. This practice was adopted by his ſucceſſors down to queen Elizabeth; who alſo enforced the eccleſiaſtical laws reſpecting the keeping of Lent, in favour of the fiſheries.

In 1635, a patent was granted to one Thomas Davis, Eſq. for gauging red herrings, at Yarmouth, with a fee of 2 ſhillings and 3 pence per laſt. His duty was to view, try, ſearch, and gauge all barrels of red herrings; and with certain ſeals, marks, or ſtamps, to make diſtinction of the ſeveral ſorts and kinds of herrings contained therein, made up, and packed. And it was ordained in the ſame grant, "That none other veſſel or veſſels from time to time, ſhall be marked, ſealed, or ſtamped, than ſuch, as upon his or their view, trial, ſearch, and gauging, ſhall be found to be without deceit, ſound, uncorrupt, and unmixt."

In 1671, Charles II. the Duke of York, and ſeveral of the nobility went to Yarmouth, where they were entertained at an expence of 1000l. The corporation alſo preſented his majeſty with four golden herrings and a chain of 250l. value.

The Yarmouth herrings being moſt proper for drying, the inhabitants ſeem to have ſtruck into that branch only, in which they have long had the reputation of being the beſt curers in Europe, inſomuch that the Dutch were amongſt the number of their foreign cuſtomers.

The Yarmouth people have greatly the advantage over the Dutch, firſt, in being nearer the herring ſhoals; and ſecondly, in being plentifully ſupplied with wood; whereas the Dutch are obliged to ſmoke their herrings with turf or ſtraw.

The ſmacks commence the fiſhing about the 21ſt of September, and continue the buſineſs till the 25th of

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of November. The fiſhing grounds are from 10 leagues north of Yarmouth to the South Foreland. Their ſmacks or veſſels carry from 30 to 50 tons, and 9 men and a boy upon an average. Every veſſel is generally equipped at the firſt fitting out with 90 or 100 nets, which are replaced about the middle of the ſeaſon by a freſh ſet of the ſame quantity and dimenſions. The length of a net is 20 yards on the lint, which implies the meſh work, and 6 yards in depth; the value £. 1 11 6 each.

Expence of 2 ſets of nets of 90 nets each ſet, at £. 1 11 6 each	283 10 0
6 warps to faſten the nets together, each warp being 120 fathoms long, at £. 6 6 0 — —	37 16 0
60 buoys for floating the nets —	7 7 0
Mens wages for the ſeaſon, beſides 1l. per laſt on all the herrings taken	40 0 0
Proviſions for ditto — —	30 0 0
	£. 398 13 0

Beſides various contingent and accidental expences, as damages by ſtreſs of weather, and the deſtruction of the nets by dog fiſh.

Each veſſel takes out upon an average 5 tons of ſalt for each outfit. The quantity is weighed out by the officer to the owner of the veſſel, who, if the ſalt be foreign, gives a bond that it ſhall be uſed only in curing fiſh: Upon return of the veſſel, the owner gives an account to the officer, upon oath, of the quantity conſumed, whether foreign or home ſalt, and the remainder being re-weighed, is laid up in his majeſty's ſtores. The home ſalt is imported from Liverpool. There are no cuſtom-houſe fees except for the ſalt bond, which is from 9 to 12 ſhillings.

When the veſſel arrives on the fiſhing ground ſhe ſhoots her nets after ſun-ſet from over the ſide, which extend near a mile in length, and are carried by the tide from 7 to 10 miles each tide. In two hours after

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after ſhooting the nets, they heave the warp by the capſtern, and thus draw the net to the veſſel, and if few or no fiſh are perceived, they wear the net out again and drive two hours longer; the ſame is repeated till morning, unleſs they get their quantity of fiſh ſooner; or unleſs the dog-fiſh ſhould riſe, in which caſe they draw their nets in as quick as poſſible, ſet one maſt and one ſail, and go about a mile or two from this deſtroyer of nets, by whom 50l. or upwards is ſometimes loſt in one night.

Rough weather, if not a mere hurricane, is preferred by the Yarmouth fiſhers, which gives them an advantage over the Dutch, who decline the buſineſs when the ſea is greatly agitated.

Each veſſel is furniſhed with an apartment called a well, into which the fiſh are conveyed by a ſort of machine, as ſoon as they are diſengaged from the nets. The bottom of the well is full of holes, through which the blood and water runs out, and is pumped overboard.

There are two apartments called wings, one on each ſide of the well, into which the men throw the herrings with ſcoops; a third throws in the ſalt, while a fourth and fifth man throws up the herrings to the furtheſt part of the wings.

By this means the herrings are preſerved, until the veſſel hath got in 10 or 12 laſts, when ſhe returns to Yarmouth road, ſends the fiſh aſhore in ſmall boats, from whence they are carted to the fiſh-houſe. Here they are ſalted on the floor, in which ſtate they lie two days; they are then waſhed in large vats of freſh water, put on the ſpits, and dried with many fires of billet-wood. If the herrings are intended for exportation, they are kept in this ſtate from four to ſix weeks, when they are packed in caſks of 32 gallons; each caſk containing 1000 herrings. One laſt of ſalt cures three laſt of herrings. A bounty or drawback of 7½. per cent. is allowed on account of barrels,

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rels, cordage, twine, and high wages. The ſale is chiefly in Italy.

This ancient fiſhery is greatly on the decline, chiefly from the advanced price of fiſhing materials, amounting to 25 per cent. and alſo from rivalſhip, of which ſome particulars will be given hereafter.

In 1760, the town of Yarmouth fitted out 205 veſſels from 30 to 100 tons, which gave employment to above 6000 perſons of both ſexes. Upon an average of 21 years previous to that period, there were caught upwards of 47,000 barrels each year, of which 38,000 barrels were exported, at a medium price of 18s. per barrel, which produced an annual gain to the nation of 42,300l. beſides 20,000l. paid at foreign markets, to 40 ſhips for freight, and the 9000 barrels conſumed at home, which added ſo much to the national ſtock of proviſions. Between the years 1760 and 1783, the number of fiſhing veſſels hath decreaſed from 205 to 94, and the average quantity of herrings caught annually during the laſt ſix years, amounted only to 14,000 barrels, of which 9335 were exported.

This fiſhery uſed to be frequented by 30 or 40 veſſels from Folkſtone, Haſtings, and other ports; all of which have of late diſappeared, and are ſuppoſed to have taken up the trade of ſmuggling.

The effects of this decline of the fiſheries are not only ſeverely felt by the parties immediately concerned therein, but by the town at large, where the poor rates have riſen to 9s. and upwards in the pound.

When we conſider the many diſadvantages under which the Engliſh fiſhers labour, from the comparative great expence of ſhip-building, fiſhing materials, ſeamens wages, and the late rivalſhip of foreign nations, ſome parliamentary aid ſeems indiſpenſibly neceſſary, not only to preſerve the fiſhery from falling into the hands of foreigners, but alſo, for

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for the defence of the kingdom on that side, where it is most exposed and vulnerable.

Respecting the western fishery, we have before observed, that part of the western brigade, after visiting the coast of Scotland, passes down the Irish channel, till it is lost in the Atlantic. I have been informed by Mr. Pennant, that in 1766 and 1767, great quantities of shotten herrings appeared on the coast of Flintshire towards autumn, and continued till December; but they have ever since abandoned that coast, as well as Carnarvonshire. Their arrival in the Bristol channel, particularly the bay of Barnstaple, is more certain, into which they are forced by the great swell of the Atlantic, and where they are sometimes taken and cured for exportation, in very considerable quantities.

Of the English White Fisheries.

England was chiefly supplied in ancient times with white fish taken on the coasts of Shetland, Iceland, and the Farro islands *. The king of Denmark set up an exclusive claim to those seas, which gave rise to frequent bickerings between his subjects and the English fishers. Queen Elizabeth's instructions, in 1602, to her plenipotentiaries for treating with the king of Denmark on this subject, are too curious to be omitted. "But it is very unreasonable servility, to look for such a power over another monarch, in a sea of such dimensions as is between his countries and Iceland, when it is well known, that none of our ships do ever come within sight of land. We," adds the queen, "may as well impose the like toll upon all ships of his country that pass through any of our channels, or about our kingdoms." The king of Denmark, in his reply, quoted old treaties between England and Denmark, but which the queen would not allow to be of any force in her days.

* The Shetland isles lie from the North of Scotland 100 miles.

The Farro	ditto	ditto	140
Iceland	ditto	ditto	400

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This fiſhery, which had been proſecuted for many centuries with unremitting vigour, became now of leſs importance to England, in conſequence of the inexhauſtible treaſure on the banks of Newfoundland, and the North-American ſeas, to which England claimed an excluſive right, in virtue of the diſcovery of thoſe ſeas by Sebaſtian Cabot, in the ſervice of Henry VII.

The banks of Newfoundland are of various dimenſions, and known by different names. The Great Bank is ſuppoſed to be a ſubmarine mountain, 500 miles in length, and near 300 in breadth. The ſeamen know when they approach it by the great ſwell of the ſea, and the thick fogs that generally impend over it. Its ſituation is ſouth-eaſt from Newfoundland, between which and Cape Cod in New-England, there is a chain of leſſer banks, as the Green, French, Porpoiſe, and Sable Banks; Brown's and St. George's ditto. Beſides theſe banks, the whole coaſt of Newfoundland, New-England, Nova-Scotia, and Labrador, is one continued fiſhery; the greateſt that hath yet been diſcovered by Europeans, and conſiſting of boundleſs variety, ſome for the table, others for oil, and ſome for both, as the cod fiſhery, the great object of the Britiſh, Iriſh, French, and American States, who, by virtue of treaties, poſſeſs theſe fiſheries excluſively.

England long contended to engroſs the whole of theſe fiſheries, to which France never would ſubmit, as it muſt have rendered that kingdom dependent on England, not only for home ſupplies of fiſh, but alſo for the ſupport of her Weſt India colonies. The American provinces were permitted the full enjoyment of the fiſhery, with permiſſion to ſupply Europe and the Weſt Indies, but ſubject to certain duties upon importation into England. Lord Sheffield, in ſpeaking of the late treaty of peace, ſays, "that France did not intend the American ſtates ſhould have a ſhare of the Newfoundland fiſhery, which,

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which, it is ſaid, coming to the knowledge of the American commiſſioners, they immediately, and without the knowledge of the French miniſters, and contrary to orders from congreſs, ſuddenly ſigned the proviſional articles with our negotiator, who (ignorant of the above circumſtance, although known to many at Paris) had *explained* that he was ready to ſign on any terms, and readily gave up the Newfoundland fiſhery."

This fiſhery, thus ſecured to America, by a ſudden manœuvre of her able negotiators, will, it is hoped, contribute to keep thoſe ſtates quiet in time coming; for, it is not to be ſuppoſed that Great Britain, Ireland, Nova Scotia, and Canada, will agree in any future treaty, to the participation of this valuable branch, by any power whatever, France only excepted.

Ireland, though prohibited from thoſe fiſheries, carried on a clandeſtine trade, by connivance of the commodores on the Newfoundland ſtation, who returned the Iriſh veſſels as Engliſh; and under this precarious indulgence, their fiſhery laboured till the year 1774, when government liſtened to the preſſing intreaties of certain friends of Ireland, and aboliſhed all diſtinctions between Britiſh and Iriſh ſhipping; ſince which period, the Iriſh Newfoundland fiſhery, aided vigorouſly by parliament, hath been carried to a conſiderable height, and is annually increaſing.

The particulars of this diſtant fiſhery are fully ſtated by Lord Sheffield, Mr. Chalmers, and the Abbé Raynal; but however flattering it may appear in a commercial view, the fiſheries around our own iſland have a preferable claim to public attention, and parliamentary ſupport. From the former, our navy receives a precarious, and at beſt, a ſlender ſupply of ſeamen; from the latter it is manned with a race of veterans, invincible in war, and whoſe approach in the day of battle, ſtrikes the boldeſt enemy with fear and trembling.

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The fiſhery in the north ſeas was ſtill carried on from Yarmouth and other eaſtern ports of England, to a very conſiderable extent. Veſſels of 40 to 60 tons burden, fitted out in April, took in expert ſeamen at the Orkney Iſlands, whom they relanded on their return, about the end of Auguſt. They fiſhed for cod with hand-lines, dried and ſalted the fiſh in the hold of the veſſel. They alſo extracted ſome oil from the livers, and generally found good markets both at home and abroad. But it would ſeem as if ſome evil genius had conſpired to ruin the Britiſh fiſheries, on or near their own ſhores. The adventurers in this branch were obliged to pay duty for all ſalt carried out, that was not uſed in curing the fiſh, which was found ſo oppreſſive, that about 15 or 20 years ago, the fiſhery was completely abandoned. Thus the thirſt of revenue operates equally to the decay of manufactures, fiſheries, commerce, navigation, and conſequently thoſe nurſeries for ſeamen on whom the navy chiefly depends.

Of all the wandering tribe, herrings excepted, the cod-fiſh is the moſt valuable to mankind. This fiſh is fond of cold climates, and is ſuppoſed to reſide chiefly between the latitudes 66 and 45. What are taken north and ſouth of thoſe degrees, being either few in quantity, or bad in quality.

They are found as far north as Greenland, but they are ſmall and emaciated; while thoſe taken on the banks of Newfoundland, beyond the 45th degree, are in high perfection, and ſo numerous as to exceed all power of calculation.

In Europe they chiefly frequent the coaſt of Iceland, Norway, the Baltic, the iſlands and mainland of Scotland. After paſſing thoſe latitudes, they decreaſe in number, but the induſtry of the Engliſh fiſhermen, ſtimulated by quick ſales at the London market, hath of late years turned their own ſhores to good account. The grounds where the white fiſh

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are taken, are the Dogger-bank, the Well-bank, and the Cromer, all on the eaſt ſide of the kingdom, oppoſite Norfolk, Lincoln, and Yorkſhire. Of theſe banks the Dogger is the moſt extenſive and valuable for white fiſh in general, as appears from the following deſcription communicated to Thomas Pennant, Eſq. by Mr. Travis, ſurgeon in Scarborough, whoſe account of theſe fiſheries is both curious and inſtructive.

The neareſt part of the Dogger-bank lies 12 leagues from Flamborough Head, 16½ from Scarborough, 23 from Whitby, and 36 from Tinmouth below Newcaſtle. The north ſide of the bank ſtretches off E. N. E. between 30 and 40 leagues, until it almoſt joins the Long-bank, and Jutts Riff.

It is to be remarked, that the fiſhermen ſeldom find any cod, fry, or other round fiſh upon the Dogger-bank itſelf, but upon the ſloping edges and hollows contiguous to it. The top of the bank is covered with a barren ſhifting ſand, which affords them no ſubſiſtence; and the water on it, from its ſhallowneſs, is continually ſo agitated and broken, as to allow them no time to reſt. The flat fiſh do not ſuffer the ſame inconvenience there; for when diſturbed by the motion of the ſea, they ſhelter themſelves in the ſand, and find variety of ſuitable food. It is true, the Dutch fiſh upon the Dogger-bank; but it is alſo true, they take little except ſoles, ſkates, thornbacks, plaiſe, &c. It is in the hollows between the Dogger and the Well-bank, that the cod are taken which ſupply London market.

The bottom from the ſhore to the edge of the Dogger-bank is a ſcar; in ſome places very rugged, rocky, and cavernous; in others ſmooth, and overgrown with variety of ſubmarine plants, moſſes, corallines, &c.* Some parts again are ſpread with

* I met on the ſhores near Scarborough, ſmall fragments of the true red coral.

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ſand and ſhells; others, for many leagues in length, with ſoft mud and ooze, furniſhed by the diſcharge of the Tees and Humber.

Upon an attentive review of the whole, it may be clearly inferred, that the ſhore along the coaſt on the one hand, with the edges of the Dogger-bank on the other, like the ſides of a decoy, give a direction towards our fiſhing grounds, to the mighty ſhoals of cod, and other fiſh, which are well known to come annually from the northern ocean into our ſeas; and ſecondly, that the great variety of fiſhing grounds near Scarborough, extending upwards of 16 leagues from the ſhore, afford ſecure retreats and plenty of proper food for all the various kinds of fiſh, and alſo ſuitable places for each kind to depoſit their ſpawn in.

The fiſhery at Scarborough only, employs 105 men, and brings in about 5250l. per annum, a trifle to what it would produce, was there a canal from thence to Leeds and Mancheſter; it is probable it would then produce above ten times that ſum, employ ſome thouſands of men, give a comfortable and cheap ſubſiſtence to our manufactures, keep the markets moderately reaſonable, enable our manufacturing towns to underſell our rivals, and prevent the hands, as is too often the caſe, from raiſing inſurrections, in every year of ſcarcity, natural or artificial.

The method of taking turbot and other fiſh by the people of Scarborough is thus; when they go out to fiſh for turbot, each perſon is provided with 3 lines; each man's lines are fairly coiled upon a flat oblong piece of wicker-work; the hooks being baited, and placed very regularly in the centre of the coil; each line is furniſhed with 14 ſcore of hooks, at the diſtance of 6 feet 2 inches from each other. The hooks are faſtened to the lines upon ſneads of twiſted horſe-hair, 27 inches in length. When fiſhing, there are always three men in each coble, and conſequently

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conſequently 9 of theſe lines are faſtened together, and uſed as one line, extending in length near 3 miles, and furniſhed with 2520 hooks. An anchor and buoy are fixed at the firſt end of the line, and one more of each at the end of each man's line; in all 4 anchors, which are commonly perforated ſtones, and 4 buoys are made of leather or cork. The line is always laid acroſs the current. The tides of flood and ebb continue an equal time upon our coaſt, and when undiſturbed by winds, run each way about ſix hours. They are ſo rapid that the fiſhermen can only ſhoot and haul their lines at the turn of tide; and therefore the lines always remain upon the ground about 6 hours. The tide prevents their uſing hand-lines, and therefore two of the people commonly wrap themſelves in the ſail, and ſleep while the other keeps a ſtrict look-out, for fear of being run down by ſhips, and to obſerve the weather. For ſtorms often riſe ſo ſuddenly, that it is with extreme difficulty they can ſometimes eſcape to the ſhore; leaving their lines behind.

The coble is 20 feet 6 inches long, and 5 feet extreme breadth. It is about one ton burden, rowed with 3 pair of oars, and admirably conſtructed for the purpoſe of encountering a mountainous ſea: they hoiſt ſail when the wind ſuits.

The 5 men boat is 40 feet long and 15 broad, and of 25 tons burden: it is ſo called, though navigated by 6 men and a boy, becauſe one of the men is commonly hired to cook, &c. and does not ſhare in the profits with the other 5. All our able fiſhermen go in theſe boats to the herring fiſhery at Yarmouth the latter end of September, and return about the middle of November. The boats are thus laid up until the beginning of lent, at which time they go off in them to the edge of the Dogger, and other places, to fiſh for turbot, cod, ling, ſkates, &c. They always take 3 cobles on board, and when they come upon the ground, anchor the boat, throw out the cobles, and

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fiſh in the ſame manner as thoſe do who go from the ſhore in a coble, with this difference only, that here each man is provided with double the quantity of lines, and inſtead of waiting the return of tide in the coble, return to the boat and bait their other lines; thus hauling one ſet and ſhooting another every turn of tide. They commonly run into harbour twice a week to deliver their fiſh. The 5 men boat is decked at each end, but open in the middle, and has two large lug-ſails.

The beſt bait for all kinds of fiſh is freſh herring cut in pieces of a proper ſize, and notwithſtanding what has been ſaid to the contrary, they are taken here at any time in the winter, and all the ſpring, whenever the fiſhermen put down their nets for that purpoſe. The 5 men boat always takes ſome nets for that end. Next to the herrings are the leſſer lampreys,* which come all winter by land carriage from Tadcaſter. The next baits in eſteem are ſmall haddocks cut in pieces, ſand-worms, muſcles, and limpets; and laſtly, when none of theſe can be had, they uſe bullock's liver. The hooks uſed here are much ſmaller than thoſe employed at Iceland and Newfoundland. Experience has ſhewn that the larger fiſh will take a living ſmall one upon the hook, ſooner than any bait that can be put on; therefore they uſe ſuch as the ſmall fiſh can ſwallow. The hooks are 2¼ inches long in the ſhank, near an inch

* The leſſer lampreys are chiefly taken in the Thames between Chelſea and Staines. They are ſold as bait to the people of Harwich, and others engaged in the white fiſhery, at 6 guineas per thouſand; but the great purchaſers are the Dutch merchants, who contract for 400,000 per annum, at 3l. per 1000, and convey them to Holland in large veſſels of 200 tons, each veſſel carrying 50,000. The contract this year hath not been fully completed, on the part of the Engliſh fiſhermen, 300,000 only having been ſent. This uſeful ſpecies of the Lamprey are alſo found in the Severn and the Dee.

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wide between the ſhank and the point.* The line is made of ſmall cording, and is always tanned before it is uſed. Turbots, and all the rays, are extremely delicate in their choice of baits. If a piece of herring or haddock has been 12 hours out of the ſea, and then uſed as bait, they will not touch it.

Such is the manner of fiſhing on the Engliſh coaſt for thoſe fiſh that uſually keep near the bottom; and Duhamel obſerves, that the beſt weather for ſucceeding, is a half calm, when the waves are juſt curled with a ſilent breeze.†

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* The hooks uſed in England are generally white and bright, as if plated. Of this circumſtance the fiſhermen are very exact, taking care to ſcour or poliſh them occaſionally.

† But the extent of the Engliſh fiſhing lines, which run, as we have ſeen, 3 miles along the bottom, is nothing to what the Italians throw out in the Mediterranean. Their fiſhery is carried on in a Tartan, which is a veſſel much larger than ours; and they bait a line of no leſs than 20 miles long, with 10 or 12000 hooks. This line is called the Paraſina, and the fiſhing goes by that of the Pielago. The line is not regularly drawn every 6 hours, as on the coaſt of Yorkſhire, but remains ſome time in the ſea; and requires 24 hours to take it up. By this apparatus they take rays, ſharks, and other fiſh, ſome of which are above 1000 pound weight. When they have caught any of this magnitude, they ſtrike them through with an harpoon, to bring them on board, and kill them as faſt as they can.

This method of catching fiſh is obviouſly fatiguing and dangerous, but the value of the capture generally repays the labour. The ſkate and the thornback are very good food; and their ſize, which is from 10 pound to 200 weight, ſufficiently rewards the trouble of fiſhing for them. But it ſometimes happens that the lines are viſited by very unwelcome intruders; by the rough-ray, the fire-ſlare, or the torpedo. To all theſe the fiſhermen have the greateſt antipathy; and, when diſcovered, ſhudder at the ſight; however, they are not always ſo much upon their guard, but that they ſometimes feel the different reſentments of this angry tribe; and, inſtead of a prize, find they have caught a vindictive enemy. When ſuch is the caſe, they take care to throw them back into their own element with the ſwifteſt expedition.

The rough-ray inflicts but ſlight wounds with the prickles with which its whole body is furniſhed. To the ignorant it ſeems harmleſs, and a man would at firſt ſight venture to take it in his hand, without any apprehenſion; but he ſoon finds that there is not a

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In our ſeas the cod-fiſh begin to ſpawn in January, and depoſit their eggs in rough ground, among rocks. Some continue in the roe till the beginning of April. The cod-fiſh in general recover ſooner after ſpawning than any other fiſh, therefore it is common to take ſome good ones all the ſummer. The fiſh of a middling ſize are moſt eſteemed for the table, and are choſen by their plumpneſs and roundneſs, eſpecially near the tail; by the depth of the pit behind the head, and by the regular undulated appearance of the ſides, as if they were ribbed. The glutinous parts about the head loſe their delicate flavour after it hath been 24 hours out of the water, even in winter, in which theſe and other fiſh of this genus are in higheſt ſeaſon.

The largeſt that we ever heard of taken on our coaſt weighed 78 pounds; the length was 5 feet 8 inches, and the girth round the ſhoulders 5 feet. It was taken at Scarborough in 1755, and ſold for 1 ſhilling. But the general weight of theſe fiſh in the Yorkſhire ſeas, or more properly on the Dogger bank, is from 14 to 40 pounds. Fiſhermen are well acquainted with the uſe of the air bladder, or *ſound* of the cod, and are very dextrous in perforating this part of a live fiſh

ſingle part of its whole body that is not armed with ſpines; and that there is no way of ſeizing the fiſh, but by the little fin at the end of the tail.

But this animal is harmleſs, when compared to the fireflare, which ſeems to be the dread of even the boldeſt and moſt experienced fiſhermen. The weapon with which nature hath armed this animal, is 5 inches long, of a flinty hardneſs, the ſides thin, ſharp pointed, and cloſely and ſharply bearded the whole length.

The torpedo is poſſeſſed of one of the moſt potent and extraordinary faculties in nature. To all outward appearance, it is furniſhed with no uncommon powers, yet the inſtant it is touched, it numbs not only the hand and arm, but ſometimes the whole body, penetrating in an inſtant through the pores to the very ſprings of life, and gives great pain.

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with a needle, in order to diſengage the encloſed air; for without this operation it could not be kept under water in the well-boats, and brought freſh to market. The ſounds of the cod ſalted is a delicacy often brought from Newfoundland. Iſinglaſs is alſo made of this part by the Iceland fiſhermen; the proceſs of which is thus given by Humphry Jackſon, Eſq. in the Philoſophical Tranſactions of 1773.

The ſounds of cod and ling bear a general likeneſs to thoſe of the ſturgeon kind of Linnæus and Artedi, and are in general ſo well known as to require no particular deſcription. The Newfoundland and Iceland fiſhermen ſplit open the fiſh as ſoon as taken, and throw the back-bones, with the ſounds annexed, in a heap; but previous to putrefaction, the ſounds are cut out, waſhed from their ſlimes, and ſalted for uſe. In cutting out the ſounds, the parts between the ribs are left behind, which are much the beſt: the Iceland fiſhermen are ſo ſenſible of this, that they beat the bones upon a block with a thick ſtick, till the pockets, as they term them, come out eaſily, and thus preſerve the ſound entire. If the ſounds have been cured with ſalt, that muſt be diſſolved by ſteeping them in water, before they are prepared for iſinglaſs. The freſh ſound muſt then be laid upon a block of wood, whoſe ſurface is a little elliptical, to the end of which a ſmall hair bruſh is nailed, and with a ſaw knife, the membranes on each ſide of the ſound muſt be ſcraped off. The knife is rubbed upon the bruſh occaſionally, to clear its teeth, the pockets are cut open with ſciſſars, and perfectly cleanſed of the mucous matter with a coarſe cloth: the ſounds are afterwards waſhed a few minutes in lime water, in order to abſorb their oily principles; and laſtly, in clear water. They are then laid upon nets, to dry in the air; but if intended to reſemble foreign iſinglaſs, the ſounds of cod will only admit of that called back, but thoſe of ling both ſhapes.

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The thicker the ſounds are, the better the iſinglaſs, colour excepted; but that is immaterial to the brewer, who is its chief conſumer.*

Beſides this uſeful article, the tongues of cod and ling fiſh are ſalted and barrelled up for ſale. As alſo the roes, which being ſalted and barrelled, ſerve to caſt into the ſea, to draw fiſh together, particularly pilchards. The livers of theſe fiſh produce oil, which is uſed chiefly in dreſſing of leather.

Ling. The ling fiſh abound near the Scilly Iſles, and on the Yorkſhire coaſt. In the latter they are in perfection from the 1ſt of February to the 1ſt of May, and ſome till the end of that month. In June they ſpawn, depoſiting their eggs in the ſoft oozy ground of the mouth of the Tees. At that time the males ſeparate from the females and reſort to ſome rocky ground near Flamborough Head, where the fiſhermen take great numbers without ever finding any of the female or roed fiſh among them.

While a ling is in ſeaſon its liver is very white, and abounds with a fine flavoured oil; but when the fiſh goes out of ſeaſon, the liver becomes red like that of a bullock, and affords no oil. The ſame happens to the cod and other fiſh in a certain degree, but not ſo remarkably as in the ling. When the fiſh is in perfection, a very large quantity of oil may be melted out of the liver, by a ſlow fire, but if a violent ſudden heat be uſed for that purpoſe, they yield very little.

Great quantities of ling are ſalted for exportation,

* It is alſo uſed by wine coopers, being the moſt efficacious, as well as the moſt ſafe and innocent of all the ingredients they uſe for clearing their wines. It is alſo an excellent agglutinant and ſtrengthener, and is often preſcribed in jellies and broths. The greateſt quantity of iſinglaſs is made in Ruſſia from a ſpecies of fiſh very common in the Volga. We have it principally from the Dutch, who contract for it before it is made. It is alſo plenty on the banks of the Danube, and might be equally ſo on the Britiſh ſhores, eſpecially thoſe of the north, where cod and ling are in the greateſt abundance.

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as well as for home consumption. When it is cut or split for curing, it must measure 26 inches or upwards from the shoulder to the tail; if less than that it is not reckoned a sizeable fish, and consequently not entitled to the bounty on exportation; such are called drizzles, and are in season all summer. The usual size of a ling is from 3 to 4 feet; but some have measured 7 feet.

Haddocks. The haddock, the whiting, and the mackarel, are thought, by some, to be driven upon our coasts rather by their fears than their appetites; and it is to the pursuit of the larger fishes, we owe their welcome visits. It is more probable, that they come for that food which is found in greater plenty near the shore, than farther out at sea. One thing is remarkable, that their migrations seem to be regularly conducted. The grand shoal of haddocks that comes periodically on the Yorkshire coasts, appeared there in a body on the 10th of December, 1766; and exactly on the same day, in the following year, These shoals extended from the shore near 3 miles in breadth; and in length from the Flamborough Head to the mouth of the Tyne below Newcastle, being 80 miles, and possibly much farther northwards. The limits of this great body from the shore are precisely known; for if the fishermen put down their lines at the distance of more than 3 miles from shore, they catch nothing but dog-fish: a proof that the haddock is not there.

Within the distance of a mile from Scarborough harbour, three fishermen have frequently loaded their coble with them twice a day, taking each time about a ton of fish.

The best haddocks have been sold from 12 to 18 pence per score, and the poor had the smaller sort at a penny, and sometimes a halfpenny per score.

The large haddocks quit the coast as soon as they go out of season, and leave behind great plenty of small ones. It is said that the large ones visit the coasts of

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of Hamburgh and Jutland, in the ſummer. It is no leſs remarkable than providential, that all kinds of fiſh, mackarel, and in ſome degree herrings excepted, which frequent the Yorkſhire coaſt, approach the ſhore, and offer themſelves to us generally as long as they are in high ſeaſon, and retire from us when they become unfit for uſe. The beſt haddocks for the table are thoſe which weigh from 2 to 3 pounds; thoſe of a very large kind are coarſe eating.

Large haddocks begin to be in roe about the middle of November, and continue ſo till the end of January; from that time till May they are very thin tailed, and much out of ſeaſon. In May they begin to recover, and ſome of the middling-ſized fiſh are then very good, and continue improving till the time of their greateſt perfection. The ſmall ones are extremely good from May till February, and ſome even in February, March, and April, viz. thoſe which are not old enough to breed.

The Scarborough fiſhermen aſſert, that in rough weather haddocks ſink down into the ſand and ooze in the bottom of the ſea, and ſhelter themſelves there till the ſtorm is over, becauſe in ſtormy weather they take none, and thoſe that are taken immediately after a ſtorm are covered with mud on their backs. In ſummer they live on young herrings and other ſmall fiſh, in winter on the ſtone-coated worms, which the fiſhermen call haddock meat.

WHITINGS. Theſe fiſh frequent the Engliſh ſeas in great ſhoals, particularly during the ſpring, keeping at the diſtance of half a mile to three miles from the ſhore. They are taken in abundance by the line, and afford excellent diverſion. They are the moſt delicate, as well as the moſt wholeſome of any of the genus, but do not grow to a large ſize near the coaſt, where the uſual length is 10 or 12 inches. In the deep water on the edge of the Dogger-bank they have been found to weigh from 4 to 8 pounds.

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It is matter of ſurprize that the white fiſheries on the Engliſh coaſt were almoſt totally neglected by the natives till within the preſent century, as appears from a ſtate of the cod and haddock fiſhing trade, addreſſed to the public by the fiſhermen of Harwich, in 1774.

Whereas, ſay they, the fiſheries of this kingdom in general have been worthy the care and attention of the legiſlature, and they have, at ſundry times, enacted ſuch laws as they judged would tend to the encouragement of them, we ſhall recite the clauſes of ſuch acts of parliament as were made relating to the fiſheries, prior to the beginning of the north ſea cod and haddock fiſhery, that the legiſlative body of the kingdom, in particular, may judge of their tendency towards the riſe of the ſaid fiſhing trade.

The acts thus recited are the

15 of Charles II. chap. 7. ſect. 16.
18 ——————— 2. —— 2.
32 ——————— 2. —— 2.
10 and 11 of William III.
1 of George I. ſtat. 2. ſect. 18.
9 ——— II. ſect. 33.

Theſe laws chiefly related to the excluſion of foreign fiſh being imported into England, under high penalties, as herring, cod, pilchards, ling, or ſalmon, freſh, ſalted, dried, or bloated; nor any grill, mackarel, whiting, haddock, ſprats, coal-fiſh, gull-fiſh, nor any ſort of flat fiſh, nor any other ſort of freſh fiſh whatſoever, turbot excepted, either taken by, bought of, or received from foreigners, except proteſtant ſtrangers inhabiting this kingdom.

Theſe prohibitory laws gave riſe to a conſiderable white fiſhery on the eaſt coaſt, from Harwich, Yarmouth, and other ports, which began and is carried on in the following manner.

The freſh cod, haddock, &c. that were brought to

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to London market, at the time the aforeſaid laws were enacted, and for ſeveral years after, were caught in harbours, rivers, and bays, and by boats laying lines upon the coaſt, from Orford, as far as Pakefield or Leſtoff in Suffolk, where the fiſhing-ſmacks, from Harwich and other places, lay and took them in for London; for, at that time, there were no fiſhing ſmacks or veſſels that went into the north ſea from Harwich, nor (by the account of the oldeſt fiſhermen) from any other port in England, to catch live cod and haddock for London market.

In 1712, there were 3 ſmacks, of about 40 tons burden each, belonging to Harwich, which carried about 20 men and boys. And, in 1715, Richard Orlibar, maſter and owner of one of the aforeſaid ſmacks, having received information of the Dutch fiſhermen where they took the cod, &c. proceeded, at his own hazard and expence, on a voyage to the north ſea, (meaning the Cromer and the Dogger-banks) and, after a trial of 6 weeks, he returned to Harwich, having caught only one cod, and one coal-fiſh. Notwithſtanding this bad ſucceſs in his firſt attempt, he went a ſecond time, and having the good fortune to catch a conſiderable quantity of fiſh, not only encouraged him to continue this fiſhery, but alſo induced the other two owners of ſmacks at Harwich, and the fiſhermen at Horſlydown, &c. to take up this trade of ſupplying London with freſh fiſh.

From 1715 to 1720, the number of ſmacks in the port of Harwich, had increaſed to 12 ſail; in 1735, to 33 ſail, from 40 to 50 tons burden each; in 1774, to 62 ſail, from 45 to 55 tons; and immediately before the late Dutch war, to 72 ſail.

They fiſhed with hand-lines till about the year 1770, when an Engliſhman who had been on the Dutch fiſhery, introduced the method practiſed by that people in the winter by means of long lines. At firſt they had little or no ſucceſs in the long-line fiſhery,

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fiſhery, but they are now equally expert as the Dutch themſelves, in both methods.

In June or July, they ſail to the diſtance of 15 leagues from the coaſt of Norfolk and Lincolnſhire, where they remain till November, fiſhing with hand-lines, for haddock and ſmall cod; their bait is wilks and muſcles.

They then proceed to the Dogger-bank, where they fiſh till the end of April, with long-lines, for cod, and other fiſh of a larger ſize.

They uſe a buſhel and a half of Liverpool ſalt, to a barrel of cod. London is the market for both freſh and ſalt fiſh; pays 40 ſhillings per barrel for the latter.

It is computed that the Harwich ſmacks ſupply the capital with about 2000 ton weight of cod, haddocks, whitings, holibut, ſkate, and coal-fiſh. Every ſmack carries upon an average 4 men, and 5 or 6 apprentices, who ſerve 7 years. The number of ſmacks is at preſent reduced to 58 or 60. This decreaſe is chiefly owing to the ſuffering perſons from other parts to purchaſe fiſh from the Dutch, which they bring to the London market; and ſecondly, from the reſtrictions and duties on ſalt, which obliges them frequently to throw their fiſh overboard unſalted; thirdly, the money demanded at the coaſt office in London.

Some ſmacks frequent the lobſter fiſhery in March, April, May, June, and ſome part of July. With proper encouragement they would ſupply London with turbot between April and Auguſt. A bounty of 40 or 45 ſhillings per ton, on veſſels from 40 to 45 tons would employ our own people, and ſave a drain of many thouſand pounds paid annually to the Dutch, who employ from 40 to 50 veſſels, from 30 to 70 tons burden, chiefly in ſupplying the London market.

When a number of Dutch ſmacks arrive in the river with turbot, lobſters, crab-fiſh, plaiſe, and eels,

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eels, they anchor at Graveſend, from whence they feed the market with the niceſt exactneſs, being enabled thereto by the law, which permits them to remain 7 or 8 days to ſell their fiſh; conſequently the price of turbot is artificially kept at from 15 to 21 ſhillings.

It further appears that the fiſh on the Dogger and other banks, are inexhauſtible. That the fiſhers, beſides amply ſupplying the London market, could alſo, with ſuitable encouragement, raiſe a conſiderable export trade, the beneficial effects of which need not again be repeated.

Here is a rich ſea, ready ſales, and a populous coaſt of hardy well-trained fiſhermen, whoſe inclinations, habits, and local ſituation, qualify them for that branch only.

MACKAREL. The mackarel is a ſummer fiſh of paſſage, found in large ſhoals in various parts of the ocean, not far north; but eſpecially on the French and Engliſh coaſts. They enter the Engliſh channel in April, and proceed up to the mouth of the Thames as the ſeaſon advances, where they furniſh London with a plentiful ſupply till June, and are then in high perfection. An inferior ſort is alſo taken during the harveſt months. In June they reach the oppoſite coaſts of France and England, where the fiſhery is moſt conſiderable. They are taken either with a line or nets; but chiefly with the latter, and uſually in the night-time. The beſt fiſhing is during a freſh gale of wind, which is thence called the mackarel gale.

Theſe fiſh may be pickled two different ways; firſt by opening and gutting them, then filling the belly with ſalt, crammed in as hard as poſſible with a ſtick; this done, they are ranged in rows, at the bottom of the veſſel, with ſalt ſtrewed between the layers. By the ſecond method, they are put immediately into tubs full of brine, made of freſh and ſalt water; then left to ſteep till they have imbibed ſalt

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ſalt enough to make them keep; after which they are taken out and barrelled up, being well preſſed down.

Mackarel, both freſh and ſalted, are moſtly conſumed at home, except a ſmall quantity that are exported by the Yarmouth and Leſtoff merchants. In this reſpect they are leſs uſeful as an article or merchandiſe than other ſpecies of the gregarious fiſh, being very tender and unfit for carriage.

The uſual weight of mackarel is about 2 pounds, but there was one ſold in London, in 1775, that weighed 5¼ pounds.

During winter a film grows upon the eyes of mackarel; in the ſpring they are half blind; and in ſummer the film is caſt.

The form of the mackarel is extremely elegant, and uſually conſidered as a model for naval architecture. Nothing can exceed its brilliancy when firſt taken out of the water, which death impairs, but does not wholly obliterate. The excellency of the taſte and flavour is alſo greatly extinguiſhed a few hours after it is taken.

PILCHARD. The pilchard is leſs than the herring, which in other reſpects it reſembles. It is alſo a fiſh of paſſage from the northern latitudes, and the approach of the ſhoals is known by nearly the ſame ſigns as thoſe that indicate the arrival of the herrings, when the whole country prepare to take the advantage of this treaſure, providentially thrown before them. They appear about the middle of July on the Corniſh coaſt, and no where elſe in England, where they range between Fowey harbour and the Scilly iſlands till September; ſometimes a few return after Chriſtmas. This fiſh, like the herrings, naturally follows the light, a circumſtance which greatly facilitates both fiſheries. The Dutch buſſes, in the herring fiſhery, have lights at their ſterns, which they are obliged to extinguiſh when the nets are hauled in. The benefits derived from the pil-

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chard fiſhery are thus enumerated by Dr. Borlaſe in his Hiſtory of Cornwall.

It employs a great number of men on the ſea, training them thereby to naval affairs: employs men, women, and children, at land, in ſalting, preſſing, waſhing, and cleaning: in making boats, ropes, nets, caſks, and all the trades depending on their conſtruction and ſale.

The poor are fed with the offals of the captures, the land with the refuſe of the fiſh and ſalt; the merchant finds the gains of commiſſion and honeſt commerce, the fiſhermen the gains of the fiſh. Ships are often freighted hither with ſalt, and into foreign countries with the fiſh, carrying off at the ſame time part of our tin. The uſual produce of the number of hogſheads exported each year, for 10 years, from 1747 to 1756 incluſive, from the 4 ports of Fowey, Falmouth, Penzance, and St. Ives; it appears that Fowey has exported yearly 1732 hogſheads; Falmouth 14631; Penzance and Mounts Bay 12149; St. Ives 1282; in all 29795 hogſheads. Every hogſhead for 10 years laſt paſt, together with the bounty allowed for each hogſhead exported, and the oil made out of each, has amounted one year with another at an average, to 1l. 13s. 3d. ſo that the caſh paid for pilchards exported has, at a medium, annually amounted to 49,532l. 10s.

Doctor Borlaſe aſſured Mr. Pennant, that on the 5th of October, 1767, there were at one time incloſed in St. Ives Bay 7000 hogſheads, each hogſhead containing 35,000 fiſh, in all 245,000,000.

When the pilchards are taken, they are brought to a warehouſe on ſhore, where they are laid up in broad piles, ſupported by backs and ſides. As they pile them, they ſalt them with bay ſalt; in which they lie ſoaking 20 or 30 days, and diſcharge a great quantity of blood, with dirty pickle and bittern; which laſt draws much of the oil from the fiſh, to the great loſs of the owners. When taken out of the

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pile, there remains a quantity of ſalt, blood, ſcales, &c. at the bottom, which, with freſh ſalt, ſerves for another pile. They then proceed to waſh them in ſea water to clear off the dirt and blood; and when dry, they put them up in barrels, and preſs them hard down, to ſqueeze out the oil, which iſſues away at a hole in the bottom of the caſk; and in this ſtate they are fit for ſale, or uſe.

SALMON. Though there are ſome tribes of fiſh that live only in the ſea, and others only in freſh water, yet there are ſome whoſe organs are equally adapted to either element; and that ſpend a part of their ſeaſon in one, and a part in the other. Thus the ſalmon, the flounder, the ſmelt, and the ſhad, annually quit the ſea at certain ſeaſons to depoſit their ſpawn in ſecurity, in gravelly beds of rivers, remote from their mouths. There are ſcarce any difficulties or dangers which the ſalmon will not encounter to find a proper place for the depoſition of their future offspring. They will aſcend rivers 500 miles from the ſea, force themſelves againſt the moſt rapid ſtreams, and ſpring with amazing agility over cataracts, of ſeveral feet in height. They are frequently taken in the Rhine, as high as Baſil in Switzerland; they gain the ſources of the Lapland rivers, in ſpite of their ſtrong torrents; and ſurmout the perpendicular fall acroſs the Liffy, at Leixlip, 7 miles above Dublin, though near 30 feet in height. As ſoon as they come to the bottom of the caſcade, they ſeem diſappointed to meet the obſtruction, and retire ſome paces back: they then take a view of the danger that lies before them, ſurvey it motionleſs for ſome minutes, advance, and again retreat; till at laſt ſummoning up all their force, they take a leap from the bottom, their body quite ſtraight, and with a ſtrong tremulous motion; and thus moſt frequently clear every obſtruction. It ſometimes happens, however, that they want ſtrength to make the leap, in which caſe, they are entangled in their de-

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ſcent, by baſkets placed on purpoſe, from which they cannot eſcape. The ſhooting of ſalmon in their leap is ſometimes practiſed for amuſement.

The ſalmon is a northern fiſh; occupying in the European ſeas, the latitudes lying between France and Greenland.

Clear ſtreams with a gravelly or ſandy bottom produce the beſt fiſh, and alſo the moſt numerous. They abound in the Severn, the Eden, Tine, and Tweed. This laſt being the greateſt fiſhery in Britain, the following particulars communicated to the public by the late Mr. Potts, of Berwick, may be acceptable to moſt readers.

At the latter end of the year, or in the month of November, the ſalmon begin to preſs up the rivers* as far as they can reach, in order to ſpawn; when that time approaches, they ſearch for a place fit for the purpoſe: the male and female unite in forming a proper receptacle for it in the ſand or gravel, about the depth of 18 inches. This done they cover it carefully with their tails, where it lies buried till ſpring, if not diſturbed by violent floods. The ſalmon, now thin and lean, and known by the name of kipper, haſten to ſea as ſoon as they are able in order to recover their ſtrength.

About the end of March the young begin to appear, which gradually increaſe to the length of 4 or 5 inches, and are then termed ſmelts or ſmouts.† About the beginning of May the river ſeems to be all alive with them, when a ſeaſonable flood hurries them to the ſea, few or none being left behind.

About the middle of June, the earlieſt of the ſmouts or fry, begin to drop back from the ſea into

* Viz. The Tweed and the various auxiliary ſtreams which flow into that river from different directions in Scotland, as the Tiviot, the Yarrow, and the Etterick, by which ſtreams they aſcend above 40 miles from the ſea at Berwick.

† An appellation frequently given in Scotland to children of ſmall growth.

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the river, and are then from 12 to 16 inches in length: they continue increaſing in number and magnitude till about the end of July, which is at Berwick termed the height of gilſe time, a name given to the fiſh of that age. They now leſſen in number, but increaſe in ſize, being in Auguſt from 6 to 9 pounds in weight.

The capture in the Tweed about the month of July, is prodigious; in a good fiſhery often a boat load, and ſometimes near two, are taken in a tide: From 50 to 100 is very frequent: ſome years ago 700 were taken at one haul. The ſeaſon for fiſhing in the Tweed begins November 30, but the fiſhermen work very little till after Chriſtmas: it ends on Michaelmas day; but the corporation of Berwic (who are conſervators of the river) indulge the fiſhermen with a fortnight paſt time, on account of the change of the ſtyle.

There are on the river 41 conſiderable fiſheries, extending about 14 miles upwards, which are rented for near 5400l. per annum. The expence for ſervants wages, boats, nets, &c. amounts to 5000l. more, which together makes up the ſum of 10,400l.

The markets are the Mediterranean and London. Thoſe for the former are opened along the back; the guts, gills, and the greateſt part of the bones are taken out, to make the inſide as ſmooth as poſſible. They are then ſalted in large tubs, where they lie a conſiderable time in bring, and in October are packed up cloſe in barrels.

But the demands from London, and the high price given by the fiſhmongers in that voluptuous city, have of late almoſt annihilated the export trade of ſalmon, both from England and Scotland.

Thus we perceive England to be environed with ſhoals of fiſh, both delicate and plenteous. The coaſts of Northumberland and Durham abound in ſalmon; Yorkſhire and Lincolnſhire in white fiſh

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and flat fiſh; Norfolk, Suffolk, and Eſſex in white fiſh, flat fiſh, ſhell fiſh, and herrings; Suſſex in mackarel; Cornwall in ditto and pilchards; the Briſtol channel in white fiſh, flat fiſh, and herrings; the Severn and the Eden in ſalmon; the adjacent ſhores of Scotland, Ireland, and the Iſle of Man in boundleſs ſhoals of large herrings.

Of the Iriſh Herring Fiſheries.

Ireland had remained in a ſtate of nature, without arts, manufactures, commerce, fiſheries, or ſhipping, till the reign of Charles II. when the Duke of Ormond, in his inſtructions to the Council of Trade in 1664, thus expreſſed himſelf: *You are to conſider by what means the fiſhing trade may be moſt improved in the kingdom of Ireland.* But neither the fiſheries, nor any other branch of commerce, was proſecuted effectually, till about the year 1750, when a conſiderable number of the nobility, gentry, and clergy, incorporated themſelves by royal charter, under the name of *The Dublin Society for improving of huſbandry, and other uſeful arts.* This ſociety being liberally endowed by parliament, diffuſed a ſpirit of inquiry, induſtry, and enterprize, over great part of the nation, particularly the North, where the linen manufacture hath arrived at an incredible height.

The riſe of the fiſheries is of a much later date, owing to the ineffıcacy of premiums, inſtead of tonnage bounties, the only mode by which the fiſheries of theſe kingdoms can be carried on for a permanency to any conſiderable extent.

In the year 1764, the Iriſh parliament conſidering this buſineſs as an object of national importance, began to frame ſuch laws, and to grant ſuch aids, as the nature of the fiſheries ſuggeſted; liberal, judicious, and flattering, "every matter relative to the fiſheries," ſaid they, "ought at once to be rendered as

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as efficacious and permanent as the nature of things and our preſent inſight will permit. The hitherto greateſt impediments to the progreſs of the Britiſh fiſheries carried on from Scotland, has been owing to the ill calculated laws, reſtrictions, and duties laid upon ſalt, uſed in curing of herrings. Let not, therefore, inſignificant ſalt duties be a ſtumbling-block with us; as we have ſeen the abſurdity in others, let ſuch proviſion be made at ſtarting, as may prevent any ſuch accident from blaſting the firſt progreſs of the Iriſh fiſheries."

The fiſh that frequent the Iriſh ſhores are generally the ſame ſpecies as thoſe upon the Engliſh coaſt, the pilchard excepted, whoſe reſort is to the eaſt ſide of Cornwall, and no where elſe in the Britiſh ſeas.

Previous to a detail of thoſe fiſheries, the following geographical ſketch of that kingdom and its ſhores may be deemed expedient by Britiſh readers.

The comparative dimenſions of Ireland to Great-Britain, in ſtatute miles, is thus, viz.

	Miles.
England and Wales, with their iſlands,	49,450
Scotland, with the three diviſions of iſlands,	27,794
Size of Great Britain,	77,244
Ireland, with the iſles,	27,457

Being nearly equal to Scotland, and above one-third of the ſize of the two Britiſh kingdoms.

Ireland is ſituated on the weſt ſide of Britain, from which it is ſeparated by a narrow ſea, called the Iriſh Channel. It is environed by the Atlantic Ocean on the ſouth, weſt, and north, between which and America there is no intervening land, which gives it an eaſy communication with that great con-

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tinent, the Newfoundland fiſheries, and the Weſt Indies.

The eaſt coaſt of Ireland is, upon the whole, intermixed with hills of no ſtriking height. It is a rich champain country, producing abundance of grain, both for home demand and exportation; but its fiſheries, at no time conſiderable, have of late fallen off; inſomuch that Dublin, though ſituated at the bottom of an extenſive bay, is partly ſupplied in white fiſh from the Hebride Iſles. The northern part of Ireland facing Scotland, and alſo the weſtern ſide lying upon the Atlantic, is in general mountainous, and more proper for grazing than tillage. The whole range of coaſt from Belfaſt Loch to the north-weſt cape called Fair Head, and from thence to Mizen Head on the ſouth-weſt, is lofty, frequently perpendicular, waſhed at the baſe by the Atlantic, much expoſed to the northern and weſtern winds; but happily indented by lakes and bays, which penetrate far into the country between the ridges of the mountains, ſimilar to the Scottiſh lakes, and affording ſhelter to navigation, as well as conſiderable fiſheries. In this arrangement, we perceive the provident care of the Author of nature, both upon the European and American continents. Where the ſoil affords a ſcanty ſubſiſtence to the inhabitants, the ſea is rich; as in Scotland, Norway, and Iceland, in Europe; Nova Scotia, Newfoundland, and Labradore, in North America. The principal Iriſh fiſhery is that of the herrings, who, after having cleared the Scottiſh ſhores, pay an annual viſit to the lakes of Donegal, into which they are driven with a north-weſt wind, by the heavy ſwell of the Atlantic. The principal fiſheries are in Loch Swilly, the Roſſes, Killebeggs, and Inverbay, on the coaſt of Donegal. An inferior kind of herrings are occaſionally taken on the coaſt of Sligo and Mayo, as far ſouthward as Broadhaven.

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The fishery at Inverbay begins in July, and continues till the beginning, sometimes the end of September.

The herrings are small, and have not hitherto been cured for exportation. The other fisheries commence in November, and end in January. The shoals that enter the lochs within this period exceed credibility; the whole coast is then in motion; fishermen, farmers, and mechanics, are all busily employed day and night, while the busses from the trading towns of the kingdom are continually arriving, loading, and departing, being under no restraints whatever; they either fish, or purchase from the country boats, as seems most convenient to themselves or their owners. When the fishery is good, they load in a few days, and immediately proceed with their cargo agreeable to their instructions. They return immediately to the fishing ground, thus availing themselves of the bounteous gifts of Providence, while the British vessels are obliged to remain three months, or until they have procured a cargo by means of their own boats only. Such a distinction gives the Irish a decided advantage over the latter, as the law now stands, both in respect to the quantity of herrings cured, and the early supply of the home and foreign markets.

The herrings taken by the British vessels are, however, preferred by the merchants, on account of their being gutted, and cured in barrels of 32 gallons. The Irish ungutted herrings, on the other hand, are in some parts of the coast, salted in holes dug in the earth, till the fishers have an opportunity of selling them to the busses; they are then packed or piled up in the hold of the vessel, and are thus carried to Cork, and other ports, where they are put into barrels of 28 gallons, and exported to the West Indies.

Of the winter herrings taken in Loch Swilly, 500 will fill a barrel; and of the early herrings, 800.

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The buſſes are from 20 to 100 tons burden; they are under certain parliamentary regulations reſpecting netting, and the number of men. An improvement hath lately been made in the management of the nets, by which there is a conſiderable ſaving to the proprietors. Hitherto the nets were tanned with bark alone, but the improved method is a mixture of tar and fiſh oil; five parts of tar, and one of oil, are melted together, to incorporate thoroughly; when quite hot, it is poured upon the nets in a tub, in quantity ſufficient to wet them. It is then drawn off by a hole at the bottom of the tub, immediately, in order that too much of it may not ſtick, and make them clammy, which would be the caſe, if it cooled on them. At the bottom of the tub ſhould be an open falſe bottom, or the nets will ſtop the hole, and the mixture will not run off free enough. By means of this ſimple operation, the nets are prevented from rotting, and the fiſhermen are ſaved the trouble of ever ſpreading and drying them, which in common is done every day, and is a great ſlavery in the ſhort days: the benefit has been found ſo great, that almoſt all the country has come into it.

Improvements have alſo been made in working the nets; it is found, that corking the line under the ſtrapped buoys is wrong, as it keeps it in an uneven direction; there ſhould be a vacancy of corks for three fathom on each ſide the buoy lines, but the middle ſpaces ſhould be corked thick, which is found to anſwer exceedingly well.

A veſſel of 100 tons hath two boats from 19 to 21 feet keel, 7 feet 4 inches broad, and 3 feet 4 inches in depth; the expence of building 191. each. The nets are 120 fathom long at the rope, and 7 feet deep. It ſometimes happens, that the want of a ſufficiency of buoy rope is the reaſon why country fiſhermen are often unſucceſsful, though immediately above the herrings.

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The following eſtimates ſhow the great progreſs of the Iriſh herring fiſheries during theſe laſt 30 years.

	From Britain.	Eaſt Country.	Total.
Average number of barrels of herrings imported annually, previous to the bounty, between 1756 and 1764, incluſive, —	23,201	1847	25,048
Ditto after the bounty, between 1764 and 1773, annually, —	16,657	25,365	42,022
Ditto, during four years preceding Lady-day 1783 — —			12,277

Exports from Ireland, in native and foreign herrings, viz.

Annual average barrels for four years, ending Lady-day 1767,	4672
Ditto, ending at Lady-Day 1783, —	24,273
In the year ending at Lady-day 1783,	35,960

The herrings imported from Scotland are generally purchaſed at 20s. per barrel, and conſumed at home. Thoſe from Sweden, being greatly inferior, were purchaſed, in Ireland, at 14s. per barrel of 36 gallons, and exported to the Britiſh Weſt Indies. In 1777, the Iriſh parliament laid a duty of 4s. on every barrel of Swediſh herrings, which, on account of the extreme cheapneſs of thoſe herrings, and the magnitude of the barrel, was found inadequate to the national object of promoting the Iriſh fiſheries; the parliament, therefore, in 1785, extended the duty to 10s. per barrel; which, if no drawback is allowed on exportation, will operate effectually in favour of the natives.

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The prices will be generally thus, viz.

Swediſh herrings at Gottenburg, from 7s. to 9s.					
Average prime coſt —	£.	0	8	0	
Freight — —		0	5	0	
Duty in Ireland — —		0	10	0	
					1 3 0
Scottiſh herrings delivered in Ireland —	£.	1	0	0	
Duty — —		0	1	0	
					1 1 0
Iriſh herrings from 16s. to 20s. The average —					0 18 0

The parliament have alſo granted a bounty of 2s. per barrel on Iriſh herrings exported; which, with the ſmall ſize of their barrel, the low price of ſalt, and the advantages ariſing from the certain arrival of the ſhoals annually on a ſmall tract of coaſt, muſt enable the Iriſh merchants to engroſs the Weſt India market, unleſs adequate encouragements ſhall be ſpeedily given in aid of the Britiſh fiſheries.

Of the Iriſh White Fiſheries.

Theſe are chiefly cod, ling, hake, coal fiſh, and haddock. In theſe fiſheries the Iriſh are very expert, being trained thereto by their fiſhing on the banks of Newfoundland, as well as the bays of that iſland, to which fiſheries ſome thouſand Iriſhmen reſort every ſeaſon, and from whence they return with a ſmall pittance to their families.

White fiſh abound on the weſt coaſt of Ireland, but the banks have not been ſufficiently explored, and no fiſhery hath yet been eſtabliſhed with ſucceſs.

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ceſs*. Of theſe banks and fiſheries, the following particulars, communicated by Sir Lucius O'Brien in the Iriſh Houſe of Commons, ſeem highly intereſting both to Britiſh and Iriſh ſubjects. This patriotic ſenator, after explaining the nature of the Newfoundland fiſhery, for which the ſituation of Ireland is well adapted, proceeds thus:

"And now let me appeal to any man, and aſk, does he know another trade ſo likely to produce profit as this fiſhery from Ireland, or on which ſo many encouragements have been accumulated in ſo ſhort a period? If the landed men ſhall conſider it in its proper light, not only as providing a ſtrength and defence for the whole empire, but as ſecuring employment for their people, and certain markets for every production of their eſtates; and if ſuch conſiderations ſhall induce them either to become joint adventurers, or otherwiſe to aſſiſt with capitals, the merchants in the out-ports of this kingdom, I ſhould not deſpair of ſeeing fiſhing veſſels fitted out from every harbour of the kingdom, to the infinite emolument of the whole. Some ports, however, and thoſe hitherto the moſt neglected of all, may poſſibly have advantages, the knowledge of which is not yet ſufficiently aſcertained: I mean in the northern and north-weſtern parts of Ireland, off of which there is the ſtrongeſt reaſon to believe there are fiſhing banks, perhaps as prolific as thoſe of Newfoundland, though their nature and extent hath not hitherto been explored; and if ſo, the fiſhery may be carried on ſtill cheaper from the neighbouring ports. In ſeveral very ancient maps I find the bay of Galway called the bay of Hakes, from the quantity of that fiſh with which it was ſupplied."

* Some years ago, a company of Iriſh merchants engaged in the Iriſh white fiſhery, which they were obliged to relinquiſh, after having loſt great part of their capital.

"Sir

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" Sir William Monſon, who was one of the moſt experienced ſeamen England ever bred, in the 4th book of his Naval Tracts takes notice, that from the iſland of Rona off Scotland, and between 15 and 16 leagues from the iſland of Lewis, there runs a bank of 100 miles in length, and as far as Till Head in Ireland, which bank affords a great quantity of the beſt cod and ling of any part of the ſeas, which had not for one hundred and odd years been uſed; ſince his time above another century has elapſed, and yet theſe bountiful gifts of Providence remain equally neglected.

" In the year 1740, John Atkin, maſter of the Friendſhip of Air, coming from Virginia round the north of Ireland, when about 30 leagues weſt by their reckoning from the iſland Tory, ſaw diſtinctly a ſhoal under water, about 50 yards from the veſſel, on which he judged there might be about four feet of water. This he publiſhed an account of in print, for the information of others, to which he ſubjoins that about 15 or 20 leagues N. W. ½ N. from the iſland Tory, there is a bank on which there is from 25 to 30 fathom water.

" In October 1746, the commanders Kelly, Johnſton, and Thornton, ſailing in company from Virginia for Liverpool, about 25 leagues weſt from Tory iſland, heaved the lead each of them, and found 65 and 70 fathom ſand and ſhells; between that and Ireland they ſounded again, and found no bottom: this information is from Mr. Lowns, a merchant of repute in Liverpool, who was on board one of the ſhips, and made them put tallow on the lead, which otherwiſe would have been omitted.

" About the year 1756, Mr. Bachop of Londonderry, coming from Philadelphia, was becalmed about 22 leagues N. W. of the iſland of Tory, without ſight of land; he ſounded, and found the depth 80 fathom; then throwing out ſome fiſhing lines, catched about 150 cod in two hours time; the wind ſpringing

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ſpringing up, they made ſail, and in a few hours ſaw the land on the north-weſt coaſt of Ireland.

" Lieutenant Græme, in his cruiſe along the weſt coaſt of Ireland, in the year 1766, (as I think) by order of the Lords Commiſſioners of Admiralty, ſounded on a bank, which extends 25 or 30 leagues weſtward from the coaſt, between the river Shannon and Sline Head; the depth on it he found to be from 45 to 80 fathoms, for the moſt part ſand and ſmall ſtones, but along the weſt and north ſides of it deepening ſuddenly to 92 and 100 fathoms, and then no bottom. It does not appear by his journal that he tried to catch fiſh on this bank.—The extent of Mr. Græme's ſearch northward was no further than the parallel of Broad Haven in Mayo, ſo that he had no opportunity of diſcovering any ſhoals weſtward or north-weſt of Tory iſland, nor had he weather at all fit for the purpoſe he was ſent on, being too late in the year.

" In the year 1769, when Mr. Murdoch M'Kenzie, in the ſloop Bird, was taking views of the weſt coaſt of Ireland, about the diſtance of from three to ſeven leagues from the land, wherever there was an opportunity of trying to catch fiſh, they found them, particularly off the iſlands of Iniſh Shank and Boffin in Mayo, where happening to be becalmed, the crew caught cod, ling, and holly, one or other of them almoſt as often as their lines could be let down.

" At Broad Haven in Mayo, the people have a general perſuaſion that there is a fiſhing bank 20 or 30 leagues weſtward of their coaſt, and affirm that they have ſeen ſeveral ſhips maſters who have taken fiſh there. The like perſuaſion prevails of a fiſhing bank off Malbay, in the county of Clare. About ſix or eight leagues S. W. from the iſland Durſey, at the S. W. point of Ireland, there is a ſhoal called the Lock, on which ſeveral fiſhing ſhips from Kinſale take abundance of ling every year, from the

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the month of April to September, when the weather obliges them to give over fiſhing; on this ſhoal Mr. Græme ſounded, and ſpoke with the fiſhers.

" In ſhort, there ſeems to be a general opinion, ſupported by a multitude of facts, that there are exceedingly profitable banks off of theſe coaſts, though their limits are not aſcertained. Mr. M'Kenzie, whoſe authority will be of conſiderable weight, is perſuaded of it, and he thinks they run almoſt parallel to Ireland, and extend all the way from Shetland to the Nymph bank off Waterford; others apprehend they run in a contrary direction towards the banks of Newfoundland, and even extend the whole of that way.

" At all events, this deſerves a further examination, for if the banks are found within 30 leagues of our coaſt, the fiſhers on them will be entitled to the benefits of the Iriſh bounties.

" And here, as I am upon the ſubject of examining our coaſts, I cannot avoid taking notice of the good will of England, and the liberality of its parliament towards Ireland in another meaſure of the laſt ſeſſion; the Lords of the Admiralty had for many years employed a very ſkilful officer, Mr. Murdoch M'Kenzie, to make ſurveys of the whole coaſt of Ireland, with the ſoundings, views, and all things neceſſary for the moſt perfect charts; and this work being completed, the parliament laſt year voted £0381. for the publiſhing of them, and the work is now in great forwardneſs. And this I conſider as a very uſeful favour, for which this nation is in a conſiderable degree indebted to the noble Lord who preſides at preſent among the Lords Commiſſioners of the Admiralty.

" The reſt of the work in ſearching for theſe banks, and taking their ſoundings at ſea, ought to be done by this country, and may be accompliſhed at a very moderate expence, either by one of the re-

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venue cutters, or by a veſſel hired for that purpoſe; and I am certain there will not be a member in the next parliament who will not readily allow the king's letter, which I ſuppoſe may be obtained for defraying the charges of ſuch an undertaking*."

SALMON FISHERY.—The rivers of Ireland abound in ſalmon, of which the river Ban affords the greateſt quantity. This river iſſues from the great Loch Neagh, a freſh water lake near Belfaſt, and after a courſe of 30 miles, falls into the North Sea, facing the Hebride Iſles of Scotland.

The ſalmon quit the river in Auguſt, and remain in the ſea till January, when they return to the freſh waters, and are taken in their paſſage to the lake and the rivers which fall into the Ban. They are taken both by nets and weirs, under certain parliamentary regulations. Theſe fiſheries employ 80 men, are let at 6000l. and the expence is ſuppoſed to be equal to the rent. The quantity taken ſome years almoſt exceeds credibility. In 1777 there were taken, in one haul of a net, 1452. Part of the ſalmon are ſold freſh, from 1d. to 1½d. per lb. The remainder are ſalted for the London, Spaniſh, and Italian markets, where they bring from 14l. to 20l. per ton. The fiſh are cured in puncheons with common ſalt, and afterwards in tierces of 42 gallons each, ſix of which make a ton.

Table of Bounties, Premiums, and Drawbacks, for the Encouragement of the Iriſh Fiſheries in Europe and America; alſo the Premiums allowed by the Dublin Society.

	£.	s.	d.
Bounty per ton on all veſſels built on the coaſt of Donegal for the herring fiſhery, from 20 to 60 tons inclusive	£. 3	0	0

* In 1783, Capt. Elliſon of the Adrian was ſent out by the Lord Lieutenant, in ſearch of the banks ſuppoſed to lie off the north-weſt of Ireland; but after taking the moſt accurate ſoundings, no appearances of ſuch banks were diſcovered.

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	£.	s.	d.
Annual tonnage bounty on the herring fiſhery to craft or veſſels, from 20 to 100 tons burden —— —	1	0	0
Bounty or drawback per barrel of 32 gallons, and ſo in proportion for any ſmaller quantity of white herrings exported — —	0	2	0
Ditto for every barrel of white herrings, containing 32 gallons, caught on the coaſt of Ireland, cured and packed after the Dutch method ——	0	3	1
Ditto for every barrel of red herrings cured after the Yarmouth method	0	2	0
Ditto on every barrel of the ſame contents wherein mackarel are packed ——	0	2	6
For every ſix ſcore of ling or cod taken on the coaſt of Ireland — ——	0	5	0
For every ſix ſcore of hake, haddock, or coal fiſh, and conger eel, ditto ——	0	3	0
For every tierce, containing 41 gallons of cured wet fiſh, ditto ——	0	4	3½
For every tierce containing 42 gallons of cured ſalmon —	0	4	3
For every ton of oil extracted from whales	3	0	0
Ditto for oil extracted from other fiſh and manufactured in Ireland —	3	0	0
For every cwt. of all fins of whales, commonly called whalebone, taken on the coaſt of Ireland, and manufactured therein — ——	4	0	0

The above bounties are on condition that the fiſh are good, ſound, and well cured; but they do not extend to fiſh exported to Great-Britain or the Iſle of Man.

Annual Premiums to Ships in the Newfoundland Cod Fiſhery.	£.	s.	d.
To the firſt 20 ſhips which arrive, each	40	0	0
To the next 40 ditto ——	20	0	0
To the next 40 ditto ——	10	0	0

Premiums

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Premiums to Veſſels employed in the Whale Fiſhery in the Gulph of St. Lawrence, Coaſt of Labrador, Newfoundland, or in any of the Seas to the South of David's Streights, or of Lat. 44 deg. N. killing one Whale at leaſt in ſaid Latitudes.

	£.	s.	d.
For the greateſt quantity of oil taken by one ſhip — ——	500	0	0
For the ſecond greateſt quantity —	400	0	0
For the third ditto — —	300	0	0
For the fourth ditto — —	200	0	0
For the fifth ditto — ——	100	0	0

Annual Premiums given by the Dublin Society, excluſive of Parliamentary Bounties.

A premium of 10s. a ton will be given upon all home-made or imported ſalt, to ſuch perſons as ſhall conſume the ſame in curing of fiſh upon the north-weſt coaſt of this kingdom, from the 30th day of June 1784, to the firſt day of June 1785, provided the ſeveral ſums to be adjudged ſhall not exceed 200l. otherwiſe the ſaid ſum to be rateably divided among the claimants. —— £. 200

Salted Fiſh exported.

A premium of 1s. a barrel will be given upon every barrel containing 32 gallons of fiſh, and (ſo in proportion for a caſk of a ſmaller gage, provided the gage of the caſk be legibly branded thereon) taken upon the north-weſt coaſt of this kingdom, and well packed with bay or other foreign ſalt; which ſhall be exported to foreign parts, between the firſt day of June 1784, and the firſt day of June 1785; provided the claims which ſhall be allowed ſhall not exceed 4000 barrels; and if they ſhould, the ſum of 200l. to be rateably divided among the claimants: and provided alſo, that no ſuch premium

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be paid until ſatisfactory proof ſhall be laid before the Society, that the fiſh ſo exported have been actually ſold in foreign parts. ——— £. 200

Taking Herrings by Seining.

The ſum of 150l. will be appropriated to be given in premiums of 1s. per 1000 on all herrings taken by the crews of veſſels by ſeining on the north-weſt coaſt of this kingdom, between the firſt day of June 1784, and the firſt day of June 1785; ſaid premium to be equally divided between the owners and the captain and company of ſuch veſſels: ſhould there be claims for more than 3,000,000 of herrings, then thoſe ſhould be preferred who have contributed moſt to the loading of their veſſels, by catching the greateſt quantity of fiſh, are earlieſt, and have moſt merit. ——— ——— £. 150

Deſtroying Seals.

The ſum of 50l. will be appropriated to be given in premiums for all ſeals taken by nets, killed by harpoons, or ſhot on the north-weſt coaſt of this kingdom, from Aug. 1, 1784, to June 1, 1785, at the rate of 2s. for each ſeal ſo taken or killed; and if more than 500 are claimed, the ſaid ſum of 50l. is to be rateably divided between the claimants: Provided that every perſon, to whom any ſuch premium ſhall be ſo adjudged, ſhall be obliged to give to the captain and crew of every veſſel, his property, half the amount of the premium upon ſuch number of ſeals as ſhall be ſo taken or killed by the ſaid captain and crew. ——— —— £. 50

While this part of the work was in the hands of the printer, I received a paper from Mr. Snow of Lancaſhire, in which is the following teſtimony of his ingenious invention for drying white fiſh during the

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the winter ſeaſon, when the want of heat and ſun obſtructs that buſineſs in the natural way.

Report of the Committee of the Iriſh Houſe of Commons.

Mr. SPEAKER,

The committee appointed to take into conſideration the petition of Charles Snow, having met according to order, and examined ſome of their members relative to the ſubject matter of the ſaid petition, are ſatisfied that he had invented a method of curing and drying fiſh (which will effectually operate to that great purpoſe) by artificial heat and the introduction of pure air.—That this method of curing and drying fiſh is extremely cheap and practicable—That the petitioner expended a large ſum of money in the county of Donegal, in raiſing a kiln, ſtore-houſes, &c. for carrying into execution the curing of fiſh on the north-weſt coaſt of this kingdom, where fiſh of all kinds can be had in the greateſt abundance: therefore came to the following reſolutions:

Reſolved, That it is the opinion of this committee, that the petitioner has fully proved the allegations of his petition.

Reſolved, That it is the opinion of this committee, that the petitioner deſerves the aid of parliament.

(Signed) ROBERT GAMBLE,
Chairman of the committee of the fiſheries.

A committee of the Iriſh houſe of commons having been appointed to enquire into the ſtate of the fiſheries of that kingdom, a bill was preſented to the houſe in March 1785, from which I am enabled to give the following abſtract, though the bill hath not yet been paſſed into a law, viz.

Be it enacted, that after the firſt day of next, the ſaid ſeveral recited acts, and all matters and things therein contained, be, and they are hereby repealed, and rendered null and void, to all intents and purpoſes whatſoever.

And in order to encourage the trade and navigation of this kingdom, and to provide a nurſery of ſeamen for the navy of the em-

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pire: Be it enacted, by the authority aforeſaid, that a bounty of twenty ſhillings per ton ſhall be paid annually out of his majeſty's revenues, under the management of the commiſſioners of the revenue, to the owner or owners of ſuch veſſel or veſſels, reſiding in this kingdom, or their agents, as now are, or ſhall hereafter be built in Great Britain or Ireland, and manned and navigated as by the laws now in force is directed, and herein-after more particularly deſcribed, for fiſhing on the coaſts of this kingdom. And that no ſuch buſs or veſſel ſhall be entitled to the bounty of twenty ſhillings per ton, by virtue of this act, unleſs ſaid buſs or veſſel ſhall be decked or partly decked and built in Great Britain or Ireland, and not under the burden of 20 tons, nor upwards of 100 tons burden, and that ſhe ſhall have been regiſtered with the collector or chief officer of the port to which ſhe belongs, at leaſt months before her entering upon the bounty, which regiſtry ſhall be returned to the commiſſioners of his majeſty's revenue every year, on or before the firſt day of June, and firſt day of November, and ſhall proceed on the ſaid fiſheries from ſome port in Ireland; and before ſuch buſs or veſſel proceed on ſuch voyage, or be entitled to the benefit of this act, ſhe ſhall be viſited by ſuch officer or officers of the revenue, belonging to ſuch port, who ſhall be appointed by the commiſſioners of his majeſty's revenue, or any three or more of them, to examine into ſuch buſs or veſſel, and who ſhall take an account of the tonnage thereof by admeaſurement, and ſhall certify upon oath before the collector of the diſtrict, or a juſtice of the peace for the county, ſuch his or their viſitation, examination and admeaſurement, to the commiſſioners of his majeſty's revenue, in the following words, viz.

"I being appointed by the commiſſioners of "his majeſty's revenue, do hereby certify and ſwear that I have "viſited, examined and meaſured the above veſſel called the " , of , maſter. That "the ſaid veſſel is by admeaſurement, tons burden; and that "ſaid veſſel is, according to my judgment and belief, a ſound, "well-built, well-found and proper veſſel to be employed in the "fiſheries on the coaſt of this kingdom. Witneſs my hand this " day of

"Sworn before me."

And upon its further appearing, by the oath of one or more owner or owners, or their agent, and of the maſter or chief officer of ſuch buſs or veſſel, written at the foot of the ſaid certificate, and made before the collector or comptroller of ſuch port, who are hereby reſpectively empowered and required to adminiſter the ſame, that it is really and truly his or their firm purpoſe, and determined reſolution, that ſuch buſs or veſſel ſhall proceed, well manned, furniſhed and accoutred (if entered for the winter fiſhery, with 4 barrels, or ſtaves and hoops to make 4 barrels, for every ton burden which ſhe ſhall meaſure), to fiſh upon ſome one or more of the coaſts of this kingdom, or within 32 leagues of the ſame, and that

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that they, or either of them, will not permit or ſuffer ſaid veſſel to be employed in any other manner whatever during the fiſhing ſeaſon of the year 17

Then follows a clauſe reſpecting ſalt, and the duty thereon.

And that ſaid veſſel has on board one compleat ſuit of ſails made of Iriſh ſail-cloth, together with a copy of this act; and that a journal ſhall be kept of all their proceedings, and an account of the quantities of fiſh which ſhall be taken on each voyage.

Then follows the oath of the ſurveyor or inſpector of the buſſes on their arrival at the fiſhing grounds, and the vouchers to be produced previous to their receiving the bounty; particularly that ſuch buſs was employed in the ſaid fiſhery during three months, between the firſt day of May and the firſt day of Auguſt on the ſummer fiſhery, or between the firſt day of November and the firſt day of February on the winter fiſhery, except in caſes of diſtreſs of weather, or having compleated her cargo, of which the entry of the fiſh at the port where ſhe ſhall arrive, ſhall be ſufficient evidence; then all ſuch requiſites being fully performed, ſhall entitle the owner or owners to the ſaid bounty.

And whereas the fiſheries on the coaſt of the county of Donegal are carried on only in the late ſeaſon of November, December, and January, by boats, when the fiſh reſort to the ſeveral bays, inlets and creeks: And whereas there is great reaſon to ſuppoſe that the ſhoals of herrings frequent the coaſts much earlier, but from the want of veſſels of a certain ſize to protect the boats in caſe of tempeſtuous weather, the fiſhermen are afraid to venture from under the ſhelter of the headlands: And whereas the encouraging of ſhip-building on that part of the coaſt immediately contiguous to the ſeat of the fiſhery, would tend greatly to the improvement of the ſame.

Be it enacted, that a bounty of 3l. per ton ſhall be paid out of his majeſty's revenues, to ſuch perſon or perſons, or their agents, as ſhall hereafter build within the diſtrict of any port in the county of Donegal, any buſs or decked veſſel fit for fiſhing in deep water, not under the burden of 20 tons, nor upwards of 60 tons burden, provided that ſuch buſs or veſſel ſhall be launched previous to the 31ſt day of December 1788; and provided always that ſuch buſs or veſſel, which ſhall be built upon ſuch bounty aforeſaid, ſhall not be entitled to receive any other bounty granted by this act, or for three years next following the time at which ſuch veſſel or buſs ſhall be launched. And provided alſo that the perſon or perſons claiming ſuch bounty ſhall become bound, with two ſufficient ſureties, that the ſaid veſſel for which he ſhall receive ſuch bounty ſhall be employed in the fiſheries on the coaſt of this kingdom during three months in each of the three years next following the time at which ſuch buſs or veſſel ſhall be launched.

No bounty ſhall be paid for or in reſpect of any veſſel, the whole of which veſſel ſhall not be made appear to the ſatisfaction of the commiſſioners, to have been for ſix months before ſailing on her fiſhing voyage, really and *bona fide* the property of one or

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more owner or owners, having their known and ſettled place of reſidence for them and their families in this kingdom, ſix months, at leaſt, before ſuch time of the ſailing of ſaid veſſel.

And whereas great frauds have been committed by the owners of veſſels which are not entitled to the bounty, in making fraudulent bills of ſale, and in carrying on a contraband trade of ſalt and other commodities, under pretence of carrying on the fiſhery: to prevent ſuch practices, ſundry clauſes are enacted beſides the oath of the maſter of every buſs, in the preſence of inſpectors or ſurveyors.

And be it enacted, that it ſhall and may be lawful for the inhabitants of this kingdom, at all times and ſeaſons of the year when they ſhall think proper, freely to fiſh for, take and buy from fiſhermen, and cure any herrings, mackrel, cod and ling, or other ſorts of white fiſh, in all and every part of the ſeas, channels, creeks and bays whereſoever ſuch fiſh are to be found, or can or may be taken on the coaſts of this kingdom, ſave only in ſuch places as are reſerved by the inſpectors for the preſervation of the fry, and for the better order and regulation of the fiſhery: and that no other perſon or perſons ſhall, under any pretence whatſoever, preſume to obſtruct or hinder any perſon or perſons from fiſhing in the places aforeſaid; nor ſhall any perſon preſume to demand or receive any dues, ſums of money, or other conſideration whatſoever, for the uſe of any ports, harbours, ſhores or forelands, on the coaſts of this kingdom, except for the payment of ſuch harbour or pier duties, as are, and by law ought to be demanded for ſhips, veſſels and boats, in piers and harbours which are built and artificially made; and that every perſon or perſons ſo offending, ſhall, for every ſuch offence, forfeit the ſum of 20l. to be recovered and levied as other forfeitures are levied by this act.

And be it further enacted, that for an encouragement to all perſons whatſoever, as well bodies politic and corporate as others, who ſhall engage in the ſaid fiſheries, there ſhall be paid out of his majeſty's revenue, under the management of the commiſſioners of the revenue, a bounty of two ſhillings for every barrel containing 32 gallons, and ſo in proportion for any ſmaller quantity, wherein good, ſound and well cured white herrings ſhall be packed, upon the exportation thereof to any parts beyond the ſeas, except to Great Britain and the Iſle of Man; and a bounty of two ſhillings for every barrel of herrings cured after the manner of Yarmouth, and commonly called red herrings, upon the exportation thereof; and a further bounty of 1s. 1d. for every barrel of white herrings containing 32 gallons, and ſo in proportion for a leſſer quantity, upon proof of the exporter upon oath that ſuch herrings were, to the beſt of his belief and knowledge, caught upon the coaſts of this kingdom, within the diſtance of leagues, and cured with at leaſt a moiety of Spaniſh and Portugal ſalt, or ſalt refined by three days boiling in barrels, troughs, vats or other veſſels, ſo as to preſerve the pickle; that they were not cured in bulk,

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bulk, and that they were gutted and ſalted before the night of the day on which they were taken, and repacked not within ten days before exportation, in oak barrels; and a bounty of 2s. 6d. on every barrel of the ſame contents, wherein good, ſound and well-cured mackrel ſhall be packed upon exportation; a bounty of 5s. for every ſix ſcore of ling or cod taken on the coaſts of this kingdom, upon the exportation thereof; a bounty of 3s. for every ſix ſcore of hake, haddock, glaſſing, otherwiſe coalfiſh, and conger-eel, taken on the coaſts of this kingdom, upon the exportation thereof; a bounty of 4s. 3d. ¾ for every tierce, containing 41 gallons, and ſo in proportion for a leſſer quantity, wherein ſuch fiſh, well cured, ſhall be packed, upon exportation thereof; a bounty of 3l. per ton for oil extracted from whales, and 3l. per ton for the oil extracted from other fiſh taken on the coaſts of this kingdom, and manufactured therein; a bounty of 4l. for every cwt. of all fins of whales, commonly called whalebone, taken on the coaſts of this kingdom, and manufactured therein.

And whereas it would greatly facilitate the trade to the Weſt Indies, and be a mutual advantage to the Britiſh and Iriſh fiſheries, if a reciprocal liberty was granted to ſtore ſuch herrings as are deſtined for re-exportation: Be it enacted, that ſo ſoon as permiſſion ſhall be granted by the laws of Great Britain, for the entry of Britiſh herrings duty free, to be ſtored for re-exportation; that all Britiſh-caught fiſh, entered from Great Britain, ſhall be admitted duty-free, provided bond ſhall be given to the collector, that the ſame ſhall not be conſumed in this kingdom, in like manner as for other commodities entered for re-exportation.

And, to prevent all fraudulent entry of foreign fiſh into the Weſt Indies, under the colour of being Britiſh or Iriſh fiſh: Be it enacted, that every veſſel entering at any port of this kingdom which ſhall break bulk, or which ſhall take in any part of her cargo for the Weſt Indies, or any foreign port, ſhall be obliged to produce her bill of lading from the port from whence ſhe comes; and if there ſhall appear to be any foreign fiſh on board, ſhe ſhall be obliged to land the ſame.

Then follows ſundry clauſes reſpecting the curing, ſorting, and re-packing of herrings, the brand marks and other particulars, with fines and penalties.

And, ſays the bill, to the end that the veſſels employed in the fiſheries of this kingdom may be the more readily known, and the maſters and crews of ſuch veſſels more eaſily brought to puniſhmen for any offences committed by them, or any of them, againſt this act, or the other acts made for the encouragement of ſaid fiſheries: Be it further enacted, that before any perſon ſhall be permitted to enter a veſſel in any cuſtom-houſe for ſaid fiſheries, the owner of ſuch veſſel, or his agent, ſhall cauſe the name of ſaid veſſel to be cut or branded in characters at leaſt five inches long, and one quarter of an inch deep, on the tranſum of ſaid veſſel, and the ſame, as well as the port to which ſhe belongs, to be painted in large characters with white lead and oil on the quarters,

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ters of ſaid veſſel, as alſo on all boats and buoys belonging to the ſame; and the collector ſhall cauſe a number to be added to ſuch name, which number ſhall be inſerted in the entry, and painted in like manner on ſaid veſſel, and on the boats and buoys belonging to her; which names and number ſhall not be obliterated, but kept fair and legible during the time ſaid veſſel ſhall remain on ſaid fiſhery.

And whereas a great number of ſmall boats proceed every year to the fiſheries on the coaſts of this kingdom, and from the irregular manner with which they ſhoot their nets, the fiſhery is greatly injured, and the nets of other fiſhermen are much damaged, and the offenders cannot be diſcovered ſo as to be brought to juſtice: Be it further enacted, that no boat ſhall proceed to ſaid fiſheries unleſs the name of the ſkipper is cut or painted in large characters, with white lead and oil, on the ſtern of ſaid boat, and the initial letters on the oars and buoys belonging to her; which boat, with the name of the ſkipper, ſhall be regiſtered with the inſpector of the diſtrict wherein ſaid ſkipper ſhall reſide.

And whereas the quantity of fiſh is diminiſhed by methods of fiſhing which deſtroy the ſpawn and fry of fiſh: Be it enacted, that no drag-net or other ſea net, which hath a meſh of leſs than three inches and a half from knot to knot, ſhall be made uſe of in catching any kind of fiſh except herrings, pilchards, ſprats, ſhrimps, and prawns, and ſmall ſhell-fiſh for bait, upon any parts of the coaſts of this kingdom, or within any of the bays, harbours, rivers or creeks thereof; nor ſhall any falſe or double bottom cod or pouch, or any other net, though of legal ſize, be placed upon or behind the other, in order to take and deſtroy ſmall fiſh.

And whereas the ſhoals of herrings are frequently frightened from the entrance of the bays and creeks by veſſels mooring and ſhooting their nets in improper places, and by laying long lines for taking of cod and ling, acroſs the entrance of bays and creeks, and other irregularities: Be it enacted, that no veſſel reſorting to the fiſhery on the coaſt of the county of Donegal, ſhall moor or ſhoot their nets in any place which ſhall be forbidden by the inſpectors; nor ſhall any perſon ſhoot any net or any long line for taking of cod, ling and other fiſh, at any time nor in any place, which ſhall be forbidden by ſaid inſpector.

And whereas a great abuſe is committed in making of barrels for white herrings of inſufficient timber or ſtaves, to the very great prejudice of the trade of this kingdom: Be it enacted, that no perſon or perſons ſhall buy or ſell any barrel or barrels for packing of white herrings for exportation, or ſhall pack up white herrings in any barrel or barrels for exportation, unleſs the ſame be made of ſtaves not leſs than three-eighths of an inch in thickneſs, and free from ſap, and each barrel bound with ſixteen ſufficient hoops, and branded on the head and ſide with the maker's name, and the place of his abode, with the number of gallons which each barrel contains, in figures—and every weigh-

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weigh-maſter, or inſpector, are hereby required and directed to brand on the ſide of ſuch barrel or barrels, the firſt letter of his Chriſtian name, and his ſurname at length, with the name of the city, town-corporate, or place where ſuch barrel or barrels ſhall be examined as aforeſaid.

And be it further enacted, that no nets ſhall be ſhot or wet for the taking of herrings in the day time.———

Theſe laws diſcover a thorough knowledge of the ſubject of the Iriſh fiſheries, for the better regulation of which they are framed with great judgment and propriety. They include every object or circumſtance for which the adventurers may be encouraged, and the fiſheries extended in all their branches.

The clauſes reſpecting brand marks, ſorting the fiſh, and the penalties for every treſpaſs, neglect or fraud, ſeem evidently copied from the Dutch placarts, though leſs perplexing than the originals, which are far too numerous for Britiſh or Iriſh ſubjects to reduce to practice.

The geographical limits of the fiſheries include the whole coaſts of Ireland, the Iſle of Man, the weſt-coaſt of England and Wales; with the Solway Firth, the Firth of Clyde, and the Weſt Highlands of Scotland, as far north as the Iſle of Mull. Deſirous to improve their own country, to diffuſe induſtry and wealth upon their own ſhores, they have thus reſtricted the buſſes from wandering too far northward after a precarious fiſhery, while their own are more certain, and their people prepared in boats and nets proper for the buſineſs.

The periodical limitations of their fiſheries are now extended from the firſt of May to the firſt of February. As it hath been generally underſtood that the herrings were unmarketable after the 12th of January, this matter merits inquiry, in order that the fiſheries of both kingdoms may be put on the ſame footing. If it ſhall appear to the Britiſh parliament, that there was no juſt cauſe for cloſing the fiſhing on the 12th of January, it may in that caſe be found expedient to allow an unlimited fiſhery through the whole year upon the bounty, to be diſtinguiſhed by the names of the four ſeaſons, as the ſummer, autumn, winter and ſpring fiſheries, and regulated agreeable to the nature of the fiſh and fiſhery in each reſpective period.

A VIEW

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A

VIEW

OF THE

Scottiſh White Fiſheries.

WHITE fiſh, as cod, ling, hake, tuſk, coal fiſh, haddocks, whitings; and flat fiſh, as turbot, ſkate, ſoals, and flounders, abound ſo univerſally around the Scottiſh ſhores, that the whole northern ſeas, from the Dogger Bank in lat. 54, to the northern extremity of Iceland, lat. 67, and from the coaſt of Norway eaſtward, to unknown latitudes on the weſt, may be conſidered as one great fiſhery, in which Scotland, as lying in the centre, hath a manifeſt advantage over all other nations. Bountiful Nature hath placed that country in or upon the beſt fiſhing grounds, as appears from the annual reſort of veſſels from the northern ſtates of Europe and America, to that portion of the ocean lying between the Hebride Iſlands and Iceland, an inexhauſtible ſource of all the varieties of white fiſh; while the banks of Newfoundland produce only the cod fiſh. If report be true, the European fiſh are alſo ſuperior in quality; certain it is, that when properly cured, they are excellent in taſte and flavour.

Nature, or rather the indulgent Author of nature, hath alſo furniſhed Scotland with the means of making ſalt, in the great quantity of coal found on the ſhores of its navigable firths; but all theſe bleſſings, ſo far as they regard the fiſheries, have of late years been loſt, through the ſyſtem which ſacrifices fiſheries and manufactures to revenue; inſomuch that,

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that, in order to re-eſtabliſh a great and permanent fiſhery in theſe capacious ſeas, it will be expedient to repeal the ſalt laws, and to grant ſuch aids, as the experience of merchants, and practical fiſhers, have humbly repreſented to be unavoidably neceſſary.

The arguments already advanced relative to the herring, are equally applicable to the white fiſheries.

They lead to the ſame point; they anſwer the ſame national purpoſes in all poſſible caſes, and the adventurers are equally diſpoſed to employ their capitals promiſcuouſly on both. In reality, it is one great fiſhery under two denominations. The ſame men, and in many caſes the ſame veſſels, may be employed in both.

Any loſs ſuſtained by an occaſional failure of the one, may be ſupplied by the ſucceſs of the other; and thus the adventurers, by unremitting perſeverance, will find their capitals increaſed, and their families decently ſupported, while upon the cloſe of life, they will enjoy the pleaſing reflection, that they have drawn from indigence and idleneſs, thouſands of perſons whom they have trained up for the ſervice of their country.

It is propoſed to ſubdivide the white fiſhery into

1. The eaſtern coaſt fiſhery, from Berwick to the Pentland Firth.
2. The Shetland, or north-eaſt fiſhery.
3. The Hebride, or north-weſt fiſhery.

Of the Eaſtern Fiſhery.

Though the white fiſh are the inſeparable companions of the ſhoals of herrings in all their migrations, yet the moſt certain fiſheries are upon the banks which lie at greater or leſſer diſtances from the ſhores.

The moſt conſiderable of theſe banks, called, by way of pre-eminence, the Long Fortys, ſtretches in

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in a parallel line with the eaſt coaſt, from the county of Durham to Kinnairds head, at the entrance of the Murray firth; thus affording an uninterrupted line of fiſheries almoſt from one extreme of the kingdom to the other, and in ſome parts at a very inconſiderable diſtance from the ſhore. The coaſt itſelf is alſo well qualified for the eſtabliſhment of a regular fiſhery, in the numerous towns and creeks, of which there are nearly 120 between Berwick and the Pentland firth, inhabited more or leſs by perſons who have been trained from their infancy in that line of life; who would co-operate in every meaſure of government for the extenſion of that branch, and whoſe united exertions might not only ſupply the inland demand, but alſo afford a conſiderable article for export. From this review of the eaſtern fiſheries, it might be expected that Edinburgh, which lies on that ſide of the kingdom, might be ſupplied with every variety of fiſh. This, however, is not the caſe; ſmall haddocks, ſmall cod, and turbot, * are the fiſh which moſt abound in Edinburgh; whitings are to be had, but of a diminutive ſize; and, ſtrange as it may ſeem, that capital hath been partly ſupplied in white fiſh, by a land carriage of 76 miles, from the town of Air, ſituated on the weſt ſide of the kingdom.

From the Forth northward, the coaſt projects gradually towards the eaſt, till it terminates in a cape or promontory at Peterhead, in Aberdeenſhire, where ſome reſemblance of a regular fiſhery is carried on, which might be extended to a conſiderable length. The fiſh caught at Peterhead and its neighbourhood are chiefly ſmall cod, which are ſold in London at 40 to 45 ſhillings per barrel.

Tarbet-Neſs in Roſsſhire, and the eaſt coaſt of Caithneſs, are alſo good fiſhing grounds.

* Turbot, on which ſeveral perſons may dine, are ſold from 5 to 7 ſhillings; oyſters from 8 to 12 pence per hundred.

Of

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Of the Shetland Fiſhery.

Theſe fiſheries are, however, trivial when compared with thoſe of the north ſeas, particularly on the banks which environ the Shetland iſlands on the eaſt, north, and weſt, at unequal diſtances from land.

The fiſh on theſe banks are large and numerous, of which the natives take, cure, and export, from 500 to 1000 tons annually. Ling is the moſt general fiſh; tuſk next; cod, few and precarious.

As theſe ſeas are boundleſs, the fiſh inexhauſtible, and the demands unlimited, a fiſhery might be eſtabliſhed to the extent of ſome thouſand tons annually, not ſolely by the natives, who are in a ſtate of ſervitude, and in the utmoſt indigence, but by adventurers from the whole eaſtern coaſt of Scotland, and the Orkneys.

The fiſheries round Shetland are carried on by two different methods, viz. by boats accompanied with decked veſſels; and, ſecondly, by boats only.

The fiſheries of the firſt claſs go out of ſight of land, where, in 90, 100, and 120 fathom water, they get the largeſt fiſh. When arrived on the fiſhing grounds they ſet their long lines, each line of 56 fathom, having 15 hooks; and theſe lines are joined to one another till the number of hooks amount from 600 to 1200. The buſineſs of the ſloop is to keep ſight of the buoys of the lines, and receive the fiſh from the boats, and to ſave the lives of the poor fiſhermen in bad or dangerous weather. This fiſhery is carried on five days in the week, viz. between Monday and Saturday. On their return they deliver the fiſh to their reſpective lairds at the rate of 3s. 6d. per cwt. for all green fiſh. It is one of the conditions of their leaſes, that they ſhall ſell no fiſh to any perſons but thoſe of whom they hold the lands, who fix the price of the fiſh, and alſo furniſh

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them with ſtores, fiſhing tackle, &c. at their own prices.

The ſecond method of carrying on this fiſhery is by boats ſingly, of 2 tons burden, and 6 men each.

In ſummer they fiſh at the diſtance of 7 to 15 leagues from land; and in winter at the diſtance of 3 leagues. The depth of water to the neareſt banks is about 140 fathom, and clear ground.

The ſummer fiſhery is carried on from the 1ſt of June to the 1ſt of Auguſt. The boats go out three times in the week, and continue 24 hours each time. The large boats carry from 100 to 120 lines; each line from 54 to 60 fathom in length, and hung with 15 hooks at 20 feet aſunder from one another. The ſmall boats take in their lines only once during the trip. They uſe hand lines in winter, when long lines cannot be managed. They bait with a ſmall fiſh called pollocks when at ſea. If theſe cannot be procured, they uſe cod, turbot, haddocks, or any other fiſh. This is a dangerous, or more properly a deſperate fiſhery; but the poverty of the people prevents them from employing larger veſſels. They have frequently a ſtrong head-wind upon their return, which ſometimes keeps them 16 hours in the voyage from the fiſhing ground, when they are obliged to throw many of their fiſh overboard, beſides the damage to the remainder. Many lives are alſo loſt in this boat fiſhery.

Of the Hebride or North Weſt Fiſhery.

Taking our direction weſtward, we come to the the third diviſion of the white fiſhery; to ſtores of wealth yet in reſerve for the whole weſtern coaſt of Scotland, from the head of the Solway firth to the coaſt of Iceland, lying at the diſtance of 400 miles N. W. from the Long Iſland in the Hebrides.

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We ſhall, for the ſake of perſpicuity, conſider this fiſhery under two diviſions, viz. The great fiſhery in the main ocean, which environs the Long Iſland on the weſt and north. Secondly, the leſſer fiſhery lying immediately among the Hebrides.

In ſpeaking of the banks between the Long Iſland and Iceland, and alſo between that iſland and St. Kilda on the weſt, we have few materials whereon to form a conjecture relative to the ſituation, number, or dimenſions of thoſe banks.

No national attempts have yet been made to explore the northern ſeas; ſpeculation muſt therefore ſupply the place of authentic documents. But though we neither can delineate the banks, nor direct the hardy mariners in their courſes, we can pronounce that thoſe latitudes abound in fiſh. That ſeamen, in their voyages, amuſe themſelves by taking them with the hand lines. That veſſels of various nations, are often ſeen in that employ, and that the cod and ling, in thoſe ſeas, are of a large ſize.

Several captains of ſhips having reported that they found great quantities of cod and ling in certain directions, gave riſe to an opinion, that a great bank lay between St. Kilda and the north of Ireland; and in 1761, two veſſels were ſent from Glaſgow, with proper fiſhing materials to aſcertain the reality of the bank; but after having examined the ſeas, agreeable to their inſtructions, they declared, on their return, that no ſuch bank exiſted. It was, however, ſtrongly ſuſpected, that this important inquiry was not faithfully executed, and no further attempts have been made.

Leaving theſe unknown ſeas to future inveſtigation, I ſhall attempt a deſcription of the fiſhing grounds lying between the Hebrides and the main land. The principal bank begins near the mouth of Gareloch, in Roſs-ſhire, and is ſuppoſed to ſtretch in a north-weſt direction, towards the Butt of the Lewis, and poſſibly beyond that cape. It

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abounds in all the varieties of white fiſh, of which, from 25 to 30,000 are taken annually by the natives, beſides thoſe caught by ſtrangers.

A chain of ſmall banks ſtretches along the eaſt ſide of the Lewis, from three to ſix miles off the ſhore, and as this fiſhing is ſtationary or fixed, and ſo near the land, it is carried on by the natives both in ſummer and winter.

The tenants *, who live near the banks, go out in the evening in ſtout boats, with 7 men each, and ſet their nets with buoys, uſing worms and ſmall fiſh for bait. Next morning they take up their lines. From 20 to 30 ling is reckoned a good night's fiſhing, though ſometimes they get 40 or 50. The fiſh are immediately ſplit, waſhed, and ſalted in a pile, where, in winter, they lie with the pickle draining from them till the ſummer, when they are ſpread on the ſhores in dry weather. In Auguſt they are carried to the warehouſes in Stronaway, where they remain until they are ſhipped. Some people have cured their fiſh in large tons or hogſheads, but this gives a bend to the fiſh, which ſpoils its ſhape, and ought to be avoided, as the fiſhmongers are nice in regard to the ſhape and colour. Great care ſhould alſo be taken to give a due proportion of ſalt, and to have the fiſh thoroughly dried, as otherwiſe they are apt to ſpoil. In the warehouſes they ſhould be well ſecured from air. The fiſh taken in the winter, are poorer and ſmaller than thoſe taken in ſummer. The annual capture, conſiſting chiefly of ling, amounts to 90 tons, and after going through four or five different hands, from the fiſher to the merchant, by which the price is conſiderably enhanced, it is exported to the Weſt Indies, where there is a great demand for white fiſh in general, and alſo to Dublin during the time of Lent, at from 22l. to 25l. per

* From a manuſcript account of Lewis, and the fiſheries on its coaſts, by a native of that iſland.

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ton. The bounty on exportation, is 3l. per ton; and 2s. per barrel, on cod cured in barrels, with pickle called mudfiſh. This fiſhery is greatly impeded and injured by the ſalt regulations and duties.

The conditions between the merchants and farmers, with the fiſhers and lower tenants, are theſe. A tackſman or farmer, ſubjects his farm, or part of it, at very little more than he pays himſelf, to ſeveral ſub-tenants, on condition of their fiſhing for cod, ling, &c. in his boats; the fiſh to be delivered to him at certain prices, agreeable to the ſize, and alſo herrings at the current rates in the ſeaſon.

The tackſman, on receiving the white fiſh, cauſes them to be ſalted and dried. He hath generally a ſervant in the boat, for whom and the boat he receives two-ſevenths of the fiſh taken. The other five-ſevenths belong to the crew, who, at the end of the ſeaſon, are thus enabled to ſettle the account for lines, hooks, hemp, meal, and other neceſſaries advanced by the tackſman.

But the fiſhers from the town of Stronaway, being immediate tenants of the proprietors, procure boats from the merchants or traders ſettled there, and allow them one-ſeventh of the fiſh for the uſe thereof. The merchants advance them ſalt, hooks, lines, &c. and in return, they get all the fiſh caught by ſuch boats, ready cured and dried, at a certain price per cwt. or per dozen, but more generally by the dozen, viz. For cod, 3s. and for ling, from 6s. 6d. to 7s.

Beſides theſe inland fiſheries, as they may be termed, there is a good fiſhery off the north-weſt point or butt of the Lewis, facing the main ocean; but the natives are not ſufficiently ſkilled for carrying it on to any conſiderable extent; ſo bountiful is nature to the ſhores that bound this noble channel on the eaſt and weſt. The ſouthern boundary is formed by the great Iſle of Sky, which ſtretches from the main land in a north-weſt direction, almoſt acroſs the channel to the Long Iſland,

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leaving only an opening of 12 or 14 miles, called the Minch, through which the fiſh generally paſs from north to ſouth, and from ſouth to north.

The whole coaſt of Sky is conſequently one continued fiſhery, of the ſame ſpecies, ſize, and qualities, as thoſe already deſcribed.

After paſſing this iſland, we enter upon the South Hebrides, whoſe ſeas preſent a number of fiſhing banks, which we ſhall briefly enumerate in the following order, from north to ſouth. A good bank, and pretty extenſive, lies between the iſland of Canay and Dunveggan Head in Sky, on the eaſt; Loch Boiſdale and Loch Maddie on the weſt; and up to the currents of Schant off the Lewis.

But the moſt extenſive and valuable bank in thoſe ſeas, called by the old natives, the Mother-Bank, lies between Mull on the eaſt; Barra and South Uiſt on the weſt. It is a noble fiſhing ground, producing every ſpecies known in our ſeas: the kinds vary according to the ſituation when taken; but the beſt ſucceſs depends on an acquaintance with the ground; without which, the fiſhers may ſearch a whole week, between Barra Head, Canay, and Mull, without touching upon the two moſt favourite ſpots. Strangers ſhould therefore procure directions from experienced natives, and adhere ſtrictly to ſuch information: this accompliſhed, they ſeldom fail in quantity, quality, and variety. It is from this bank that Glaſgow and the towns on the Clyde are chiefly ſupplied with cod and ling.

There is a bank between the iſlands of Coll and Tirey, in the direction of the ſmall iſland of Gunna, which lies in the centre *.

* The duke of Argyle having favoured me with the peruſal of a journal kept by the maſter of a ſloop fitted out in 1773, upon the white fiſhery on the coaſt of Tirey, I find the cod, ſkate and ling to be the moſt numerous. The natives were ſo ignorant of the art of fiſhing, that they came on board the ſloop for inſtruction.

A valuable

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A valuable bank lies between the iſlands of Mull, Coll, and Ardnamurchan, on the main land of Argyleſhire; the ground is not extenſive, but the fiſhery is great upon the proper ground, which is not eaſily diſcovered, without a thorough ſearch agreeable to directions, and obſervations upon land marks.

In the ſound of Mull, there is a ſmall bank, which ſtretches from Aros to Scalaſdale Bay. The fiſh are ſmall in ſize, but good in quality.

There is an inexhauſtible fiſhery along the coaſt of Argyleſhire, called the Inner Sound, through the currents lying between Mull and Morven on the north, and the three Lorns on the ſouth; as far within land as the currents of Carran and Fort-William.

A bank lies between Loch Tarbat, in Jura, and the Iſle of Colonſa, one mile in breadth, and 16 miles in length, of a good hard ground, and from 14 to 16 fathoms water. Each ſide of the bank is, however, about 70 fathoms, and the tide runs very rapidly over it. Thoſe who fiſh on this bank, ſhould throw their lines at ſlack tide; that is, nearly at high or low water. Another bank lies in the channel, between Jura and Ilay on the weſt, and the main land of Knapdale on the eaſt.

Theſe are the principal banks of the Hebrides, on the weſt ſide of the Mull of Cantire. On this ſide of the cape, within the Firth of Clyde, there is a good fiſhing ground around the craig of Ailſa; from whence a large bank ſtretches from Ballintrae in Airſhire, and thence, along the coaſt, to the Mull of Galloway, where it is loſt in the Iriſh channel.

Another bank ſtretches in a north-weſt direction towards Sanda Iſland, and from thence towards Knapdale, off the north ſide of Arran.

Beſides the fiſhings on the banks of the Hebrides, every bay or loch, of which there are ſome hundreds between Cape Wrath and the Mull of Can-

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tire, affords great variety of white and flat fiſh, though leſs in ſize than thoſe in the open ſeas. It is therefore obvious, that with due encouragement, and by means of proper regulations, the Scottiſh white fiſheries may be gradually extended from their preſent infant ſtate, to a height that can only be ſurpaſſed by thoſe of Newfoundland, from which incredible wealth is derived. In ſome reſpects, the Scottiſh fiſheries have the advantage of the former. The banks of Newfoundland lie at the diſtance of 2500 to 3000 miles from London, Briſtol, Liverpool, Dublin, Cork, and Glaſgow, and can only be frequented during the months of February, March, April, May, and June. The Scottiſh fiſheries, when the propoſed navigations ſhall be opened, will, upon a medium, be within a week's ſailing of theſe commercial emporiums, whom they can ſupply in ſeaſons when the Newfoundland fiſhery cannot be carried on.

The meaſures to be adopted for the extenſion of this valuable branch, will appear in the following obſervations, with which, amongſt many others, I am furniſhed by perſons who are, or have been, engaged therein.

Extract of a Letter from a mercantile Company at Greenock, Oct. 11, 1784.

SIR,

Being informed that you are on a journey through Scotland for the purpoſe of enquiring into the preſent ſtate of its fiſheries, the cauſes of their decline for many years paſt, and the moſt effectual means for reſtoring them; and judging that every information that will tend to throw light on the ſubject will be acceptable, we beg to communicate to you our ſentiments on theſe important objects.

The ling, tuſk, and cod fiſhing on the coaſts of Shetland and the Hebrides, appear to us to labour under

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under the greateſt hardſhips, and to be the moſt neglected by government, of any of the Scots fiſheries. There are annually caught on the coaſt of Shetland, from 800 to 1000 tons of thoſe fiſh, the greateſt part ling. They are taken by the inhabitants in ſmall boats, in a tempeſtuous ſea, at the hazard of their lives; and no ſooner do they bring them on ſhore, than the fiſh are taken from them by their landlords, or their ſubſtitutes, at ſuch a price as they chooſe to give, which is generally 3d. for every fiſh of a certain ſize, and 1½d. for thoſe under that ſize, which the landlords ſalt, dry, and prepare for market.

Twenty-four ling, when properly dried, weigh on an average one cwt. and the average price theſe five years paſt has been 15s. per cwt. The greateſt part of the fiſh caught at Shetland are exported to Bilboa and Barcelona in Spain. The refuſe or worſt quality are ſent to Ireland and Hamburgh, and conſumed in Scotland. Theſe fifteen years paſt we have annually purchaſed at Shetland, and ſhipped from thence on our own account, to the Spaniſh and Iriſh markets, from 120 to 180 tons of ling; and from our firſt entering into that branch of buſineſs, the price has gradually increaſed from 12s. 6d. to 16s. per cwt. and we now find that if the fiſh are kept at that high price, we will be under the neceſſity of dropping the trade entirely, as our neighbours the Norwegians can afford in general to underſell us at the markets to which we export our fiſh.

We are of opinion, that if the poor inhabitants of Shetland were relieved from their preſent ſervitude to their landlords, and allowed to cure and ſell their own fiſh to the merchants, a much greater number of fiſh would be caught, the merchants ſupplied at a cheaper rate, and the fiſhermen properly recompenſed for their induſtry. At preſent they are in a ſtate of ſlavery to enrich their landlords.

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It may be argued by intereſted people, that the fiſhermen in Shetland are ſo very poor, that they cannot purchaſe ſalt, and the other neceſſaries for catching and curing fiſh. This argument we readily admit; as, in their preſent ſtate they can hardly earn a ſcanty ſubſiſtence, but were they allowed to diſpoſe of their fiſh to the beſt advantage, the intending purchaſers would ſupply them with every neceſſary to be paid for in fiſh next ſeaſon.

The white fiſhery on the coaſt of Shetland is at preſent confined to the inhabitants of theſe iſlands. A number of years paſt, it was attempted to be carried on from different towns on the river Clyde, by means of veſſels from 30 to 50 tons burden, but as all new undertakings are in general at firſt attended with many diſadvantages to the adventurers, they in their firſt attempts loſt money by the buſineſs, were diſcouraged, and dropt it entirely.

We are convinced, that was a bounty given by government, equal to that allowed to the Greenland fiſhery, and ſeveral reſtrictions with regard to ſalt removed, for all veſſels from 20 to 80 tons burden, properly equipped, employed in the white fiſhery on the coaſt of Scotland, that branch of buſineſs would be proſecuted with ſpirit and vigour, and conſequently become a very great ſource of wealth to the nation, and one of the moſt valuable nurſeries for ſeamen.

As it is well known that great numbers of ling, tuſk, and cod-fiſh frequent the weſtern Highland iſles, or Hebrides, we, in the year 1776, fitted out one veſſel of 64 tons, and another of 45 tons meaſurement, in order to proſecute the white fiſhing. The largeſt of theſe veſſels carried 18 men, the other 14 men, and both were in every reſpect properly equipped. They proceeded on their voyages the latter end of March, and continued fiſhing to the weſtward of the iſland of Barra, 3 months. Each of the veſſels caught a conſiderable number of fiſh, which,

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which, when cured and dried, were equal, if not ſuperior to thoſe caught on the coaſt of Shetland; and though the ſale of the fiſh amounted to a conſiderable ſum of money, yet from the great expence attending the fitting, victualling, and manning theſe veſſels, we loſt money by the adventure. Not diſcouraged by the loſs we ſuſtained in this our firſt attempt, we next ſeaſon fitted out the ſame veſſels, and the ſucceſs was much the ſame as in the former ſeaſon; but finding the trade could not be proſecuted without loſs, we dropped it, and that branch of buſineſs has not ſince been attempted by any adventurers from the Clyde. Had we been allowed a bounty by government, it would have enabled us to have carried on the buſineſs, ſo as not to be a loſing one, and in a ſhort time it would have become a conſiderable trade from this place.

We were for a conſiderable time concerned in the white herring fiſhery, but from the many reſtrictions laid on that branch of buſineſs, we found it not worth the proſecuting; and as you have got very full and authentic information reſpecting the hardſhips that the herring fiſhery labours under, from thoſe who are immediately concerned therein, we ſhall not pretend to ſay any thing on that head.

A Letter ſigned by the principal Merchants and Adventurers in Port Glaſgow, after enumerating the many Obſtructions to the Succeſs of the Herring Fiſhery, both from the exiſting Acts of Parliament, and the Miſinterpretation thereof, by the Commiſſioners of the Cuſtoms, gives the following Intelligence reſpecting the White Fiſhery.

—But the chief dependance is upon the cod and ling fiſhery, which happily occurs at a ſeaſon of the year different from the herring, but like it, is attended with great expence, and cannot, without the aid of government, ſupport itſelf. Many of the buſſes are particularly well adapted for this employment; we would therefore ſuggeſt that a bounty from

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from 30 to 40 ſhillings per ton be allowed on veſſels in this trade; that theſe be from 30 to 60 tons, carrying at leaſt as many men as in the herring fiſhing bounty, and properly fitted out with a ſufficient number of boats, hooks, lines, &c. according to their tonnage. There is not a doubt but in this way, the cod and ling fiſhery may be carried on to great national advantage, and between it and the white herring fiſhery, afford ample employment to the men.

Extract from ſundry Papers relative to the Fiſheries, ſigned by the Magiſtrates and Adventurers in Rothſay.

—White fiſhing for moſt part is carried on with ſucceſs wherever there is a herring fiſhery, or where a ſhoal of herrings paſs; in ſupport of which aſſertion there are at all times plenty of ling and tuſk on the banks of Shetland, where the herrings frequent; alſo at Barra, and other parts of the Long Iſland, as the herrings take that route when on their paſſage to Ireland, and in all ſeaſons whenever there is a fiſhery in the Scottiſh lochs, cod, ling, and other kinds of white fiſh are got in great abundance. Wherries are beſt calculated for white fiſheries of every kind, on account of their faſt ſailing; ſloops cannot work lines under ſail as wherries do. No ſooner is the ſeaſon of herring fiſhing over, than that for the cod and ling commences. Wherries can therefore be always employed; ſloops can alſo go to the white fiſhing, in lochs, or near the coaſt, by fiſhing with boats; but none can fiſh on the banks, at ſea, but wherry rigged veſſels.

A bounty of 50 ſhillings per ton ſhould be allowed to every veſſel fitted out in a proper manner for fiſhing cod and ling, or other white fiſh. Seamen can be bred and trained up to fatigue in that as well as the herring fiſhery.

Extract

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Extract of a Letter ſigned by the Magiſtrates and principal Adventurers in Campbeltown.

—The herring fiſhing is commonly finiſhed, and the herrings ſent to market, about the middle or latter end of January, when near two thirds of the crew are diſcharged, 6 men being ſufficient to navigate a veſſel of 60 tons in the coaſting trade, that will require 14 men when employed as a buſs. Theſe diſcharged men either ſtarve at home, till the next fiſhing ſeaſon, or adopt the more frequent alternative of ſeeking employment in America, or other foreign countries. To keep theſe at home, and in employment during the ſpring and part of ſummer, it would be expedient to give ſome public encouragement to the cod and ling fiſhery, which might be purſued with ſome proſpect of ſucceſs upon the coaſts of the Hebrides. An eſtimate of the expence of equipping a veſſel for this fiſhery will likewiſe be furniſhed to Mr. Knox.

Extract from the Report of a practical Fiſher in Stranrawer, which I took down from his verbal Declaration, viz.

That he was lately in a veſſel of 16 tons upon the white fiſhery in the Hebrides; that he conſiders this fiſhery of greater importance than is generally underſtood, but it labours under many inconveniencies, not only from the ſalt laws, but alſo from ſundry proprietors of the ſhores, who levy ſuch ſums as their avarice ſtimulates, upon the poor fiſhers, and even the boats of their own tenants. Every veſſel or boat muſt pay a ſum for permiſſion to dry the fiſh on the rocks of the ſhores, and alſo liberty to dig up the ſand for bait, though within the ſea mark, and conſequently no detriment to the proprietors.

That

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That the average weight of ling fiſh when taken is from 10 to 12 pounds, but when dried, it does not exceed 5 or 6. That the average weight of the cod fiſh when taken, is from 6 to 12 pounds. Some have weighed 30 pounds when taken.

That the whole weſtern coaſt of Scotland abounds in ſkate fiſh, but from the thinneſs of inhabitants, it is of little value when freſh, and there is no foreign market for it when cured. Theſe fiſh weigh from 8 to 10 pounds. Some have been taken weighing 200 pounds.

Mackarel, and other ſmall fiſh, are ſo common in the Highlands as to bring no price; but were towns eſtabliſhed in theſe parts, ſuch fiſhes would find a market to the great benefit of the inhabitants; and even were a canal cut from Lochfine, great numbers of boats would run to the Clyde, and return with caſh, meal, fiſhing tackle, &c.

That white fiſh ſprinkled with ſalt in the hold will keep for home market, from 10 to 30 days, but the reſtrictions reſpecting ſalt, almoſt entirely prevents any benefit from being made of this method, and the white fiſh as well as herrings are often left on the ſhore to rot, from the want of ſalt.——

The importance of the Hebride fiſhery is further confirmed by the annual reſort of veſſels from Ireland and the eaſt coaſt of Scotland, through long and dangerous navigations.

The Iriſh wherries, particularly thoſe of Ruſh near Dublin, repair every ſummer to Barra, for the ſupply of that metropolis.

The Orkney people, though ſo near the Shetland fiſheries, reſort to Gareloch and Barra, during part of the year; Peterhead, Portſoy, and other towns on the Murray firth ſend veſſels, about the begining of February to Gareloch, where they fiſh for cod till the firſt of May, when they frequently go to Barra for ling. The fiſh are ſalted and dried on the ſpot: Every veſſel hath three boats, and 18 men, or men

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and boys. They return in Auguſt, and ſend their cargoes, with ſalmon, to Spain, Portugal, the Mediterranean, and London.

SALMON. Scotland, from its northern ſituation, its gravelly bottomed rivers, and numerous lakes, poſſeſſes many excellent ſalmon fiſheries. Its iſlands alſo abound in ſalmon and trout.

The fiſheries have, however, greatly fallen off during the laſt 20 years, for which ſome perſons have attempted to aſſign a reaſon, as the watering or ſoaking of flax, the increaſe of bleacheries, tanneries, and other manufactures by which the rivers are more or leſs affected. Theſe arguments, though plauſible, are not concluſive; the failure of the fiſheries is not confined to the ſeats of manufactures only; it is equally felt in many parts of the Highlands where the rivers retain their original purity.

To this natural misfortune, for which we can aſſign no cauſe, the laws have of late years permitted an artificial one, by allowing curves to be placed at the mouths of rivers and lakes; which in ſome waters have almoſt totally deſtroyed the fiſhery, and the natives are thus deprived of their natural right, by overgrown monopolizers, with whom the former cannot enter into competition.

The great fiſheries, are thoſe of
The Tweed—an open fiſhery,
The Forth—a curve above Stirling,
The Tay—open,
The Dee—ditto,
The Don—ditto,
The Devron—ditto,
The Spey—curves at its mouth,
Findhorn—open,
The Neſs—curves, and the inhabitants of Inverneſs denied the uſe of ſalmon,
The Beaulie—ditto ditto,
From thence northward to Dungſbay head,

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The coaſt of the Pentland firth,
Ditto from Cape Wrath to the Mull of Cantire,
All the Hebride iſlands, and
The coaſt of Airſhire, Galloway, and the Solway firth, where the rivers, bays, or lakes are open.

The principal markets for the Scottiſh ſalmon are London, Holland, France, Spain, and the Mediterranean. London, as before obſerved, uſes the fiſh pickled; a few only are ſent alive in wells made in the holds of the ſmacks.

Having formerly given ſome particulars relative to the Tweed fiſhery, and modes of curing; the practice of the Aberdeen fiſhers may be equally intereſting to perſons in that branch through both kingdoms.

The ſeaſon of fiſhing at Aberdeen, is from the 30th of November to the 8th of September; but few fiſh come into the rivers before the 1ſt of January, from which time, to the middle of May, the ſalmon are boiled and kitted, for the London market; and ſent off almoſt every week, by ſwift ſailing ſloops, called ſmacks, retained for the purpoſe.

Thoſe caught through the ſummer are ſalted for exportation to Holland, France, Spain, or wherever there is a demand for them; but from the decline of the fiſheries in other parts, and the high price lately given by the London fiſhmongers, it is probable that the foreign trade will decreaſe in a proportionable degree. No ſalmon is ſuffered to be barrelled and cured, except by the town's coopers, who are obliged to put the initial letters of their name on all the barrels they make, nor can they be ſhipped for exportation till the letters A. B. D. have been burned on each barrel, by an officer appointed for that purpoſe. No fiſh that hath been bit by ſeals, none under a certain fixed weight, nor any that have been damaged in the carriage from the river, are to be put into a barrel, without having the word *rebate* burned on the end of the caſk. The barrels are of a certain fixed ſize, containing about 250 pounds of fiſh, and ſo carefully packed, that

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that they do not differ a pound of fiſh from one another. After they are packed from the vats, in which they had been ſalted, great care is taken to keep them brimful of pickle, till the bungs are fixed down, a day or two before they are ſhipped. By this care and attention, the Aberdeen ſalmon hath acquired ſuch a character abroad, that it generally fetches the higheſt price, and no queſtions are aſked reſpecting the quality.

Of the Seal, baſking Shark and Sea Dog Fiſheries.

SEALS. Of theſe fiſheries, that for the ſeals ſeems to be the moſt gainful. The ſkin of the ſeal is tanned and made into ſhoes, which generally go under the name of dog-ſkin ſhoes, and are purchaſed as ſuch at the rate of 10 ſhillings a pair, by beaux and maccaronies. It alſo ſerves for the bottoms of chairs, and various other purpoſes. The oil is uſed in chambers, and ſells, in time of peace, at 20l. per ton, whereas that of the cod-fiſh is burned in ſtreet lamps, and ſells at 15l.

The greateſt ſeal fiſhery is on the coaſt of Labrador in North America. The boats uſed in the cod fiſhery, upon the ſhores and bays of Newfoundland, are about 50 feet in length, decked at both ends; they have two maſts, a ſhort bowſprit, are built of fir or ſpruce, and will ſail on the wind, or as the ſeamen term it, in the wind's eye. In the winter ſeaſon, when the cod fiſhery is over at Newfoundland, theſe boats, with 30 or 40 men in each, repair to the frozen ſhores of Labrador, where the winds and tides often drive immenſe floats of ice into the bays, and on theſe floats great numbers of ſeals. As the boats belong to different merchants, the float of ice is marked out in equal portions, and each boat's crew are ſtrictly limited to the part aſſigned them. Theſe regulations being ſettled, they attack the ſeals much in the ſame manner as captain Bobadil propoſes to deſtroy an army of 20,000 men.

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The fiſhers enter the ice in regular order, each man knows his department, and attends that only. The firſt man of the party advances towards a ſeal, which he ſtrikes immediately above the noſe with a club—attacks another—kills it—marches forward towards a third—kills that alſo. Thus advancing, the whole field becomes a ſcene of blood, ſtrowed with dead ſeals.

When the firſt ſeal is killed, the next perſon in rank tears off the ſkin, which he leaves on the ſpot, and advances to the ſecond, and ſo on. A third perſon takes off a layer of fat, with which the ſeal is covered next the ſkin, this he alſo leaves on the ſpot, and immediately follows the two former. Thus the killer, the flayer of ſkin and fat, with the remaining crew, will ſometimes clear to the value of 500l. within the ſpace of 24 hours. When this happens, they return with what they call a full cargo, which abundantly reimburſes their employers. There is alſo, at other ſeaſons, an open-ſea fiſhery, by which fortunes are acquired.

The ſeal fiſhing in Scotland, is in ſome reſpects ſimilar. The Scottiſh ſeas are open through the whole year, and the ſeals being of the amphibious kind, frequent the caverns and openings of the rocks upon the ſhore, where they bring up their young.

The Hebrides, and the northern ſhores of the mainland, are the principal reſort of the ſeals. Of the former, Mr. Martin gives the following entertaining account, in his deſcription of North Uiſt, a part of the Long Iſland.

"On the weſtern coaſt lies the rock Conſmil, about a quarter of a mile in circumference, and it is ſtill famous for the yearly fiſhing of ſeals there in the end of October. This rock belongs to the farmers of the next adjacent lands; there is one who furniſheth a boat, to whom there is a particular ſhare due on that account, beſides his proportion as tenant.

The

The parish minister hath his choice of all the young seals, and that which he takes is called by the natives, Cullen Mory, that is, the Virgin Mary's seal. The steward of the island hath one paid to him, his officer hath another, and this by virtue of their offices. These farmers man their boats with a competent number, fit for the business, and they always embark with a contrary wind, for their security against being driven away by the ocean; and likewise to prevent their being discovered by the seals, who are apt to smell the scent of them, and presently run to sea.

When this crew is quietly landed, they surround the passes, and then the signal for the general attack is given from the boat, and so they beat them down with big staves. The seals at this onset make towards the sea with all speed, and often force their passage over the necks of the stoutest assailants, who aim always at the forehead of the seals, giving many blows before they be killed, and if they be not hit exactly on the front they contract a lump on their foreheads which makes them look very fierce; and if they get hold of the staff with their teeth, they carry it along to sea with them.* Those that are in the boat, shoot at them as they run to sea, but few are catched that way. The natives told me that several of the biggest seals lose their lives by endeavouring to save their young ones, whom they tumble before them towards the sea. I was told also that 320 seals, young and old, have been killed at one time in this place. The reasons of attacking them in October is, because in the beginning of this

* There is great cruelty in this imperfect method of conducting the seal fishery. The seals, while endeavouring to save their young, are knocked on the head with sticks or staves, which, though often repeated, does not always prove effectual, and thus the poor animal escapes in tortures, which inhuman man hath no right to inflict. Let those persons be obliged to use clubs headed with iron, by which the business will be done instantly and effectually.

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month the ſeals bring forth their young on the weſt ſide of theſe iſlands; but theſe on the eaſt ſide, who are of the leſſer ſtature, bring forth their young in the middle of June.

The ſeals eat no fiſh till they firſt take off the ſkin; they take hold of the fiſh between their teeth, and pluck the ſkin off each ſide with their ſharp-pointed nails: this I obſerved ſeveral times. The natives told me that the ſeals are regularly coupled, and reſent an encroachment on their mates at an extraordinary rate. The natives have obſerved that when a male had invaded a female already coupled to another, the injured male upon its return to its mate, would, by a ſtrange ſagacity, find it out and reſent it againſt the aggreſſor by a bloody conflict, which gives a red tincture to the ſea in that part where they fight. This piece of revenge has been often obſerved by ſeal hunters, and many others of unqueſtionable integrity, whoſe occaſions obliged them to be much on this coaſt. I was aſſured by good hands that the ſeals make their addreſſes to each other by kiſſes: this hath been obſerved often by men and women, when fiſhing on the coaſt in a clear day: The female puts away its young from ſucking, as ſoon as it is able to provide for itſelf, and this is not done without many ſevere blows.

There is a hole in the ſkin of the females, within which the teats are ſecured from being hurt, as it creeps along the rocks and ſtones, for which cauſe nature hath formed the point of the tongue cloven, without which the young could not ſuck.

The natives ſalt the ſeals with the aſhes of burnt ſea-ware, and ſay they are good food. The vulgar eat them commonly in the ſpring time, with a long pointed ſtick inſtead of a fork, to prevent the ſtrong ſmell which their hands would otherways have for ſeveral hours after.

This four-footed creature is reckoned one of the ſwifteſt in the ſea; they ſay likewiſe that it leaps in cold

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cold weather the height of a pike above water; that the ſkin of it is white in ſummer, and darker in winter, that their hair ſtands an end with the flood, and falls again at the ebb. The ſkin is by the natives cut in long pieces, and then made uſe of inſtead of ropes to fix the plow to their horſes when they till the ground."

Basking Shark. Theſe are ſuppoſed to be migratory fiſh, from the arctic circle; they frequent the coaſt of Norway, the Orkney and Hebride iſles, the firth of Clyde, the bay of Ballyſhannon in Ireland, and the weſt coaſt of Wales, particularly Carnarvonſhire and Angleſey. They appear in the firth of Clyde, near the iſle of Arran, in ſmall ſhoals of 7 or 8, but more generally in pairs, ſome time in June, where they remain till the end of July, when they diſappear.

Though their ſize is from 10 to 40 feet in length, they are the moſt inoffenſive fiſh, and ſo tame, or ſo ſtupid, that they will ſuffer themſelves to be ſtroked in the water. They generally lie motionleſs on the ſurface as if aſleep, commonly on their bellies, and ſometimes like tired ſwimmers on their backs. They ſometimes play on the waves, and leap with great agility ſeveral feet out of the water, They will permit a boat to follow them without accelerating their motion, till it comes within contact; when a harponner ſtrikes his weapon into them, as near the gills as poſſible. But they are often ſo inſenſible, as not to move till the united ſtrength of two men hath forced the harpoon deeper. As ſoon as they perceive themſelves wounded, they fling up their tail and plunge headlong to the bottom; and frequently coil the rope round them in their agonies, attempting to diſengage the harpoon from them, by rolling on the ground, for it is often found greatly bent.

As ſoon as they diſcover that their efforts are in vain, they ſwim away with amazing rapidity, and

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with such violence, that there hath been an instance of a vessel of 70 tons having been towed away by them against a fresh gale. They sometimes run off with 200 fathoms of line, and with two harpoons in them; and will employ the fishers for 12, and sometimes 24 hours before they are subdued. When killed, they are either hauled on shore, or if at a distance from land, to the side of the vessel. The liver, being the only useful part, is taken out and melted into oil in kettles provided for that purpose. A large fish, particularly the female, will yield eight barrels of oil, two of useless sediment, and afford a profit of 20l.

The oil is of the most valuable kind; pure, sweet, extremely proper for lamps, and much valued by tanners. It is also used by the fishers for curing burns, bruises, and rheumatic complaints. The commissioners of forfeited estates at Edinburgh, were at considerable expence in encouraging this valuable, though small fishery; but their good intentions were frustrated through the misconduct of the person whom they appointed to carry it on. At present it is only attempted occasionally, by private persons.

Dog-Fish. The catching sea dogs is properly a defensive fishery. These animals, though scarcely exceeding the size of a large cod, are equally destructive to nets, and to all the species of fish whom they can overcome. They had become so offensive upon the coasts of Newfoundland and Labrador, that the enraged fishermen made war upon them, as a common enemy, and with such success, that they have almost extirpated the whole species from the American shores.

They abound on the coast of Shetland, particularly the Hebrides, where they are taken in considerable numbers. Being split and dried, they are conveyed by the women through different parts of the country, and sold or exchanged for necessaries; thus forming a petty inland commerce.

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Whales of the larger and leſſer Species.

Whales are found in Scotland wherever the herrings abound. In Auguſt, 1784, two young ones followed the herrings into Oban bay, where they remained ſome days, playing on the ſurface, and ſometimes within a hundred yards of the cuſtom-houſe, where there is a great depth of water. Some months after, two larger whales were obſerved in Lochfine.

Sometimes one or two whales will block up the ſhoal of herrings in a loch, to the great emolument of the fiſhers; but whether theſe ſervices from the whales be an equivalent for the *per contra* injuries, we ſhall not pretend to decide. No regular whale fiſhery hath yet been attempted on the Scottiſh ſhores; but were towns eſtabliſhed on the weſtern parts, it is probable that a body of harponeers would ſettle there for carrying on the greater and leſſer fiſheries. Small whales of the grampus kind abound in the Hebrides. When a ſhoal appears, the natives, armed with ſtones, clubs, ſpears, and guns, immediately embark on board their fiſhing boats, incloſe the ſhoal between a line of boats and the ſhore; and begin the attack with ſhowers of ſtones. The affrighted fiſh directly make for the firſt bay or opening;—the men purſue, and commence a bloody attack with guns, ſwords, clubs, &c.—a deſperate fight enſues—the fiſh ſtruggling to eſcape, and the men to ſecure them. Great numbers are thus taken; and, on account of the oil extracted from their livers, become a valuable capture to the aſſailants.

The porpus is remarkable for the great quantity of fat or lard that ſurrounds the body, which yields abundance of excellent oil.

In the days of Henry VIII. and Queen Elizabeth, the fleſh of the porpus, however greaſy and nauſeous, was ſerved up at the royal table.

All fiſh of the whale kind ſwim againſt the wind, except when they follow the herrings, and ſeem much agitated upon the approach of a ſtorm, when they tumble about with unuſual violence.

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Account of the Bounties, Premiums, and Drawbacks or Debentures, granted by Parliament for the Encouragement of the Britiſh Fiſheries, viz.

	£.	s.	d.
Annual tonnage and bounty to decked veſſels from 20 to 80 tons incluſive, employed in the white herring fiſhery till 1786, per ton ——	1	10	0
Debenture on every barrel of pickled herrings of 32 gallons, exported to Ireland and foreign parts ——	0	2	8
—— On every barrel of 32 gallons of full red herrings —	0	1	9
—— Of clean-ſhotten red herrings —— ——	0	1	0
—— On dried cod fiſh, ling, or hake, per cwt. ——	0	3	0
—— On wet ditto, per barrel of 32 gallons ——	0	2	0
—— On ſalmon, per barrel of 42 gallons —— ——	0	4	0
—— Of pilchards, per caſk of 50 gallons —— ——	0	9	0
—— On dried red ſprats, per laſt*	0	1	0

* PREMIUMS ON THE FISHERY.

Truſtees Office, Edinburgh, March 22, 1784.

The Commiſſioners and Truſtees for Fiſheries, Manufactures, and Improvements in Scotland, do hereby advertiſe, that they are to give the undermentioned Premiums, in the year 1784, for promoting the fiſheries of cod, ling, and tuſk, and ſun or ſail fiſh, on the coaſts of Scotland, viz.

	£.	s.	d.
To the perſon or company, whoſe veſſel of *thirty* tons burden, or upwards, fitted out or freighted for the fiſhing at their own riſk and expence, ſhall take and cure the greateſt quantity of cod, ling, and tuſk, in proportion to the number of men employed —— —— ——	60	0	0
For the ſecond greateſt quantity ——	50	0	0

For

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Herrings or ſalmon exported in barrels of any other ſize than the above, (except half barrels) are not entitled to the drawback.

	£	s	d
For the third greateſt quantity	40	0	0
For the fourth greateſt quantity	30	0	0
And for the fifth greateſt quantity	20	0	0
To the perſon or company, whoſe veſſel or boat of *any burden*, fitted out and freighted at their own riſk and expence, either from the main-land or any one of the Weſtern Iſles, ſhall from the ſun or ſail-fiſh caught, make the greateſt quantity of oil	15	0	0
For the ſecond greateſt quantity	10	0	0
For the third greateſt quantity	7	0	0
For the fourth greateſt quantity	6	0	0
For the fifth greateſt quantity	5	0	0
For the ſixth greateſt quantity	4	0	0
And for the ſeventh greateſt quantity	3	0	0
	250	0	0

Perſons intending to compete for theſe premiums, excepting ſuch as reſide in any of the Iſles, muſt lodge in this Office, on or before the 15th of May next, an intimation of their intention ſo to do, ſpecifying the name and burden of the veſſel, with the number of hands, boats, and hooks, to be employed. And the maſter of every competing veſſel, upon ſending to this Office, will receive a book wherein his journal and obſervations are to be entered.

When the fiſhing ſeaſon is over, or before the 1ſt of March 1785, every competitor for the premium upon cod, ling, and tuſk, muſt return to this Office the ſaid journal-book, properly filled up, with an affidavit before a magiſtrate or juſtice of peace, ſubjoined as to the truth thereof; and, at the ſame time, there muſt be tranſmitted a certificate under the hand of the collector or comptroller of the cuſtoms at the port to which the veſſel returns, *of the burden of the veſſel, the preciſe number of hands and boats which have been employed, and number and weight of the different ſorts of fiſh caught and cured, (mentioning whether or not the heads of the fiſh be included in the weight)* and in caſe of their having caught any ſun or ſail-fiſh, *the number of gallons of oil made therefrom.* And every competitor who fails to lodge his journal and affidavit, and the cuſtom-houſe certificate here, on or before the foreſaid 1ſt of March 1785, will be debarred from the premium.

On account of the great diſtance of the Iſles, no *intimations* are required from the maſters or outfitters of boats there for the ſun or ſail fiſhery; and an affidavit by the maſter, together with a certificate under the hand of the miniſter of the pariſh to which he belongs, lodged here before the ſaid 1ſt of March 1785, will

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No allowance to be paid on fiſh badly cured, or unmerchantable. Fiſh fraudulently re-landed in Great-Britain, and re-imported, is forfeited, and double the value to be recovered of the importer or proprietor.

No fee to be taken for a debenture or certificate, or for payment of the money.

Any officer refuſing or neglecting to pay the money, or give a certificate, as above, forfeits double the ſum to the party aggrieved.

Theſe encouragements, great as they may ſeem, are found in the experiment to be inadequate to the heavy expences attending every Britiſh fiſhery; beſides the accidents to which the adventurers are expoſed from war, ſtorms, or unfavourable ſeaſons; alſo the great diſproportion in ſhip-building, outfit, mens wages, proviſions, caſks, &c. between the Britiſh and foreign expenditures in theſe branches. This will appear more forcibly in the following abſtract from what hath been ſaid relative to the fiſheries.

be held as evidence of the quantity of oil (the number of gallons being ſpecified) made from the ſun or ſail-fiſh taken by each boat.

The Truſtees are likewiſe to give two premiums of 10l. and 5l. to the maſters of the competing veſſels, who ſhall keep the moſt accurate journals of their procedure, and give the moſt ſatisfactory account of any new fiſhing-ground, or ſhall point out diſtinctly any practicable improvement which can be made upon the preſent mode of proſecuting the fiſhery. But they reſerve to themſelves a power of with-holding either or both of the premiums, in caſe it ſhall appear to them that none of the journals [illegible] merit in theſe reſpects.

By order of the Board,

PORT. ARBUTHNOT, Sec.

View

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View of the respective Fisheries, giving the Average Exports at different Periods; and the Number of Vessels in the White and Herring Fisheries.

Annual average of pilchards exported in former years, 30,000 barrels;— in the last four years, 12,500;—last year, only 5500.

Ditto of red herrings from Yarmouth and its neighbourhood, 38,000;—ditto, last six years, only 9335.

	1783	
Vessels from ditto employed in the Iceland white fishery previous to certain salt regulations —— ——	200	0
Vessels employed from Harwich in the white fishery upon the Dogger and other banks in the channel, in 1778	70	60
Busses fitted out from the Thames, &c. for the Shetland white herring fishery, when the bounty was 50s. per ton, about the year 1760 —— ——	40	3
Busses fitted out from the west coast of Scotland for the Hebride herring fishery in 1776* —— ——	294	153
For the Shetland ditto in 1776	0	0
——————White fishery ——	0	0
Hebride white fishery ——	0	1

Such is the declining state of the British fisheries, while, to the surprize of many persons, a writer of considerable reputation and abilities labours to annihilate that mode which government, after the experience of ages, discovered to be best calculated for the support of the state, and the increase of commerce.

Doctor Smith, speaking of the herring-buss fishery, thus expresses himself; — "It has, I am afraid,

	1783.	
* From Greenock, in or before 1776	138	40
From Port Glasgow in 1776 - - -	30	11
From Dunbarton in 1776 - -	4	0
From Saltcoats in 1776 - -	12	5
From Irwin in 1776 - - -	5	0
From Campbeltown in 1772 -	94	39
From Oban and its neighbourhood, including the Isles, in 1776	33	9

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been too common for veſſels to fit out for the ſole purpoſe of catching, not the fiſh, but the bounty."

We find the expence of a veſſel of 60 tons, in building and fitting out for the fiſhery, amounts to — — £. 957 0 0

The bounty on that ſize is 90l. excluſive of 2s. 8d. per barrel, on herrings exported, — 90 0 0

£. 867 0 0

Can it be ſuppoſed, that any man in his ſenſes would expend, in the firſt inſtance, nearly 1000l. upon periſhable articles, on the view of recovering, during the enſuing year, a ſum barely ſufficient to defray cuſtom-houſe and other incidental expences attending the fiſhery.

The expence of fitting out, every ſubſequent year, excluſive of the large ſum originally ſunk in building the veſſel and boats, is, £. 313 0 0

The return per bounty*. — 90 0 0

223 0 0

Were further arguments neceſſary on this head, we might appeal to the total failure of the eaſt country, and the declining ſtate of the weſt country buſs fiſheries. The Royal Britiſh Company had at one time in employ, 40 buſſes, on a capital of 120,000l. actually paid, and a bounty of 50s. per ton, beſides other privileges already enumerated; yet they found their capital gradually ſinking, and, in a ſhort time, were obliged to ſell their veſſels and materials, with a loſs of 92½ per cent.

If an able body of merchants, gentlemen of landed eſtate, and other perſons of real property, aided alſo by 50s. per ton from government, were obliged to diſſolve, with the loſs of almoſt their whole capital, in the ſpace of a few years, is it to be ſuppoſed that

* Soon after the firſt publication of this book, a ſilly paragraph appeared in the news-papers, ſignifying, That the adventurers, at convenient ſeaſons, threw the herrings overboard, being ſufficiently reimburſed, and rewarded by the magnitude of the tonnage bounties.

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perſons, in a ſubordinate line, can get ſuch wealth by the buſineſs, as to fiſh, not for the herrings, but for a diminiſhed bounty of 30s. and under the various reſtraints before mentioned?

In ſpeaking of companies, great allowances are to be made on account of frauds, neglects, &c. but, while this company exiſted, there were alſo individual adventurers on the eaſt coaſt, who enjoyed the ſame bounties and privileges. If the bounty now at 30s. be very advantageous, how happens it, that only 3 veſſels annually have been fitted out of late between the Thames and the Shetland Iſlands on the bounty? Men generally purſue ſuch branches as are found in the experiment to be profitable. If the money received from government, and by the ſale of fiſh, was ſufficient, after reimburſing the expence, to afford even a moderate profit, the whole eaſt country of Scotland would be lined with decked veſſels for the buſs fiſhery.

The doctor is equally unfortunate in the following propoſitions: "When the undertakers of fiſheries, after ſuch liberal bounties have been beſtowed upon them, continued to ſell their commodity at the ſame, or even at a higher price, than they were accuſtomed to do before, it might be expected that their profits ſhould be very great; and it is not improbable that ſome of thoſe individuals may have been ſo. In general, however, I have every reaſon to believe they have been quite otherwiſe. The uſual effect of ſuch bounties is to encourage raſh undertakers to adventure in a buſineſs which they do not underſtand; and what they loſe by their own negligence and ignorance, more than compenſates all that they can gain by the utmoſt liberality of government."

Is the doctor to be informed, that, previous to the æra of the bounties, the fiſheries of the Clyde, Lochfine, and the Weſt Highlands were more certain and plentiful, particularly in the Clyde, conſequently the people were at leſs expence, and had leſs trouble in ſearching from place to place after the

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ſhoals. The expence of the buſs fiſhery is alſo conſiderably augmented by parliamentary regulations, which obliges them to employ more men than are really neceſſary for the fiſhery in the preſent practice of curing; and it is partly on this account that the bounty is given.

The prices of all kinds of materials, proviſions, wages, and whatever is connected with the fiſheries, are alſo raiſed very conſiderably; ſome of them, as herring barrels, above 100 per cent. within theſe laſt 40 years.

The vexatious, and expenſive journies and fees in conſequence of the ſalt laws; the enormous fees demanded at the cuſtom-houſes upon all occaſions; the delay and expence in the rendezvouſes; the obliging veſſels to fiſh their own cargoes, and to remain three months upon the voyages; and other circumſtances unknown in former times:—Theſe combined, we ſhall find the bounties to be in effect little more than a name, placing the adventurers of the preſent day, *with a bounty*, in much the ſame ſtate as their predeceſſors *without that general aid**. Some of thoſe particulars, as the cuſtom-houſe fees, either did not occur to the doctor, or they were kept purpoſely *out of the way*, as is the caſe ſometimes with evidence in law ſuits.

The ſecond poſition: "That the uſual effect of ſuch bounties is to encourage raſh undertakers to adventure in a buſineſs which they do not underſtand, and what they loſe by their own negligence and ignorance, more than compenſates all that they can gain by the utmoſt liberality of government." This is a ſevere inſinuation againſt a body of people, the leaſt poſſibly deſerving of it within theſe kingdoms. Had I never ſeen Scotland, or that part of it where the adventurers reſide, I ſhould moſt probably have given implicit belief to whatever came from the pen of doctor Smith; I ſhould have imagined theſe weſt country merchants and fiſhers were a ſet of deſperate

* The bounty was formerly given, not on the fiſh taken, but on the fiſh exported.

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raſh adventurers; ignorant, negligent, and ſo extremely fooliſh, that what they got with one hand, they threw away indiſcriminately with the other. And that there muſt ſurely be ſomething more than ordinary abſurdity in ſupporting that branch, and thoſe people. Happening, however, to be fully acquainted with the whole progreſs of theſe fiſheries, the cauſes of their decline, and the difficulties under which they have laboured; being alſo perſonally acquainted with many individuals in that line, intelligent, indefatigable, poſſeſſed of much experimental knowledge, and anxious for the honour, the defence, and the ſafety of their country, I cannot, in juſtice to theſe uſeful members of ſociety, admit that the doctor's inſinuations, in whole or in part, have the ſmalleſt foundation in truth.

The adventurers in the herring branch at Greenock and Port-Glaſgow, are engaged more or leſs in mercantile affairs, at home or abroad; and ſome of them are perſons of conſiderable capital. The inhabitants of Rothſay in the iſle of Bute, have been in the fiſhing buſineſs for ages paſt. They are more ſucceſsful at preſent than other towns on that coaſt, and the reaſon they give is worthy of being recorded. "There are," ſay they, "no ſmugglers amongſt us, no idlers, and ſcarcely any beggars. Every man is employed, and that employ is chiefly in the fiſheries, the ancient ſtaple of Rothſay."

The inhabitants of Campbeltown are thus deſcribed, by a late writer, who viſited that place in his paſſage to the Hebrides, at a period when the fiſheries were ſeemingly flouriſhing, and the traders in apparent good circumſtances.

"The town of Campbeltown has increaſed conſiderably ſince the commencement of the bounty on the herring fiſhing. The tonnage of their ſhipping is now ten to one what it was a few years ago; conſequently the number of ſailors, carpenters, coopers, and,

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and, in ſhort, all ranks of people, have multiplied in the ſame proportion. Trade, commerce, and manufactures; induſtry, humanity, friendſhip and benevolence, dwell and flouriſh among the inhabitants of this town and neighbourhood; who, from the profits of the fiſheries, procure all the conveniencies, and enjoy all the comforts that can be wanted, or ſhould be wiſhed for in this tranſitory life. Such are the good effects ariſing from the fiſheries in this part; and ſuch will continue to be the happy conſequences wherever they are eſtabliſhed, if the bounty were continued under certain regulations, and due attention paid to this favourite child, who, though now out of leading-ſtrings, ſtill requires ſome foſtering care to bring him to a ſtate of maturity: then will Britannia be the umpire of the ſea, and be rendered the firſt commercial and moſt powerful nation in Europe."

"Campbeltown," (ſays Mr. Pennant in his tour 1772), "is now a very conſiderable place. It was created by the fiſhing; 260 veſſels have been ſeen in the harbour at once; but their number declines ſince the ill payment of the bounty."

Doctor Smith makes an eſtimate of the quantity of ſalt uſed upon the herrings cured by the weſt country buſſes, during a period of 11 years; and calculates the amount of duty which government remits upon every barrel of herrings cured or exported duty-free. This he conſiders as a loſs to government. But would not government have ſuſtained an equal loſs had there been no buſs fiſhing, and conſequently no ſalt uſed?

We now come to the grand argument, whereon the doctor chiefly grounds his objections to a buſs fiſhery, viz. the ſmall quantity of herrings taken ſince the commencement of the bounty, which, he ſays, hath not been adequate to the expence of government. There is ſomething harſh in this kind of reaſoning; and it comes with a very bad grace from a commiſ-

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ſioner of the cuſtoms, as will occur to any reader who hath peruſed the foregoing ſheets. Who prevented the buſſes from clearing out at an early period, by which the ſummer fiſhery was entirely loſt? Who prevented the adventurers from going to Ireland and the Iſle of Man, where the herrings were plenty, tho' the Hebride fiſhery had failed?

To lay an embargo, as it were, upon the veſſels, and afterwards to ſpeak of the want of ſucceſs, as an argument for withdrawing the parliamentary aid, and aboliſhing the buſs eſtabliſhment, does the doctor no great honour. Conſidering theſe circumſtances, and the various impediments formerly enumerated, it is a matter of ſurprize that ſo many herrings were taken, and that the buſineſs hath not been totally abandoned.

Beſides, the quantity of fiſh was not the principal motive that induced government to adopt this mode of extending the fiſheries. The great object of the bounties was the training a hardy race of ſeamen, and that is effected whether the fiſhery be ſucceſsful or otherwiſe, proportioned to the number of veſſels fitted out. Were ſome hundred veſſels to ſail from Clyde to Loch-Broom, and from Loch-Broom to the Clyde, without throwing a net, the main view of government would be gained; and ſtill more effectually, if the buſſes had been permitted to make two voyages every year, inſtead of keeping them idle in harbours till the firſt of Auguſt or October.

The doctor is rather ſilent on this head in his writings; but I have been well informed that he labours, in converſation, to depreciate the importance of the buſs fiſhery, conſidered as a nurſery of ſeamen. Though it hath already been my endeavour to ſtate that matter in a true light, to the conviction of every reader who will allow himſelf the free exerciſe of his reaſon, I ſhall take my leave of the doctor and his logical powers, by ſtating a few inſtances, which, were

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were it neceſſary, could be corroborated by the navy-books, wherein the names, places of birth, and other particulars reſpecting ſeamen, are entered.

About two thirds of the ſeamen, who ſail in the mercantile ſervice from Clyde, have been trained to that buſineſs by the herring buſſes, beſides numbers of Highland ſeamen, who navigate the ſhipping of London, Liverpool, Briſtol, and other ports of theſe kingdoms.

Immediately before the year 1750, the number of inhabitants in and about Campbeltown did not exceed 3000 or 4000; at preſent they exceed 7000. In 1750, the decked veſſels belonging to Campbeltown were 4, and theſe of ſmall ſize; the number of men 30 or 40. In 1777, the number of buſſes belonging to that port amounted to 62, manned with 750 hardy, and, for the moſt part, experienced ſailors.

During the laſt war nearly 1000 men, who had been trained in the buſs fiſhery belonging to Campbeltown, ſerved on board the royal navy, and thus compoſed a conſiderable portion of that invincible body, who maintained the unequal combat in every quarter of the world; protected the centre of empire from invaſion, and both the Indies from falling into new hands. From this circumſtance relative to Campbeltown, we may form a conjecture reſpecting the quota furniſhed by the weſtern buſs fiſhery in general. The number of veſſels fitted out in 1776 was 294; but, as ſome of theſe veſſels made double voyages within the year, we ſhall ſtate the individual veſſels actually exiſting, at 250; if therefore Campbeltown ſupplied the navy with nearly 1000 men from a buſs fleet of 62 veſſels, the ſupply from the whole fiſhery may be eſtimated from 3500 to 4000 men.

It is well known that the naval captains are particularly fond of *the blue bonnets*, viz. Highland ſailors

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ſailors, for the moſt part, on account of their hardineſs, temperance, and ſober manners. Above 100 of theſe blue bonnets have been counted on board a ſhip of the line at one time.

Neither hath doctor Smith in his publication, found it expedient to mention the employment given to various claſſes of people by means of the buſs fiſhery, and the comfortable ſubſiſtence which the poor acquire by their induſtry in theſe branches. No leſs than 800l. per annum was paid to boys and girls in and about Campbeltown, for dreſſing hemp, ſpinning twine, and knitting and making the nets for the uſe of the buſſes there. But the moſt uſeful body of men, next to the ſeamen, are the ſhip carpenters, and coopers, of whom this branch raiſed a conſiderable number.

Reſpecting all theſe degrees of people, and the ruin of the owners of the buſſes, was that branch to be abandoned, the doctor expreſſes no ſympathizing feelings; no ſenſations for what they have already ſuffered, and what they muſt again ſuffer, were government diſpoſed to withhold their aid, by which the remaining property would ſink to half its value, by which hundreds of families would be driven to Ireland; and the riſing ports of Campbeltown, Stranrawer, &c. reduced to their former ſtate of indigence, or the idle pernicious habits of ſmuggling.

There hath long exiſted a jealouſy between the inhabitants of the eaſt ſide of Scotland and thoſe of the weſt; a proof that the *amor patriæ* doth not flouriſh at preſent in the Scottiſh ſoil. The people in the eaſt country have not found the buſs fiſhery worthy their attention, or adequate to the great expence in fitting out. They therefore wiſh to encourage a boat fiſhery upon their ſhores, which, to eſtabliſh, requires ſome parliamentary aid; and this aid, they imagine, cannot be obtained during the exiſtence of the bounties to the weſtern buſs fiſhery. From this

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ſource may be traced, in a great meaſure, the oppoſition given to the latter fiſhery, by various individuals, whoſe writings do not in all caſes merit the confidence of the public, much leſs ought the Repreſentatives of the public be guided by them. Why ſhould government be adviſed to abandon that mode of fiſhing which anſwers moſt effectually the purpoſes of the ſtate; which is beſt adapted to the nature of the country, the genius and habits of the people; employs the young and old of both ſexes; furniſhes a conſiderable article of exports; gives freights to ſhipping, &c. in order that others may be enabled to follow a method of greater conveniency to themſelves only? The liberal principles ſo prevalent of late in the ſouth, have not, it would ſeem, got ſo far as the Tweed; and it appears ſomewhat extraordinary, that men of ſhining abilities, whoſe writings manifeſt, at leaſt, the theory of moral ſentiments, ſhould imbibe the local narrow prejudices of a fiſhing town.

Having ſtated the origin of the preſent conteſt between the two oppoſite ſides of the kingdom, as proceeding from the clamours of ſundry perſons engaged, or who wiſh to be engaged in the eaſt country fiſhery, I am ſorry to find reaſon for ſuſpecting, that the ſame ſpirit operates more or leſs amongſt ſome perſons of that line in the weſt.

It hath been obſerved, that the bounty-laws, by reſtraining veſſels from purchaſing herrings from the Highland boats as heretofore, proved the ruin of the boat fiſhery, which was merely limited to their own petty home ſale; and, upon conſidering that this reſtraint alſo ſtruck at the root of improvements in the Highlands, an object which I have ever had in view, equally with the extenſion of the fiſheries, I reſolved to ſtate that matter to the public, and, at the ſame time, advert to the injury of the fiſheries in general by that reſtricting clauſe. This reſolution having gone abroad, and that I had recommended to the committee of the houſe of commons a repeal

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of that law, I received a letter from one of the principal adventurers in the weſt-country buſs fiſhery, containing ſundry arguments againſt any alteration of the law on that particular clauſe. "Upon the whole," ſays he, "all here (meaning the town where he reſides) are determined never to fit out a buſs on ſuch a footing."

I thought it neceſſary to communicate this intelligence immediately to the chairman of the committee, as a ſubject worthy their ſerious deliberation; though, in my own opinion, I remain unalterably decided on that head. The herrings frequent the ſhores of the Highlands; ſtrangers go there from England, Scotland, and Ireland, to take them; ſome of theſe ſtrangers, in order to ſave the petty expence in purchaſing herrings from the natives, had intereſt to procure a law whereby the buſſes were prohibited from purchaſing; and, inſtead thereof, that their own people ſhould be tied down during 3 months to the drudgery of fiſhing their own cargoes; a reſtraint leſs adapted to an imaginary ſaving, than to the miſtaken views of individuals in another reſpect: cruel towards the natives, whom it deprives of their natural right; repugnant to the intention of Providence; to the ſpirit of the Engliſh conſtitution; to the general benefit of the community; and one great ſource of emigration amongſt a helpleſs people, who ſeem to have had few friends to repreſent their grievances, and defend their rights.

But, notwithſtanding the narrow ſpirit ſo prevalent in human nature, there are many perſons concerned in the fiſheries on both ſides of Scotland, who heartily coincide in every liberal propoſition reſpecting the extenſion of that branch; whoſe wiſhes are, not to exclude others, but to partake with them, in the wealth which the ſea affords around the whole iſland.

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Review of the Markets for Herrings, with ſome Propoſals, whereby the Sale may be extended.—Eſtimates of the Sale of Fiſh in general, and the Number of People that may be employed in that Branch, providing Government ſhall afford a liberal Aid.

THE opening new Markets, and extending old ones, are objects of very ſerious national concern, and in which the aid of the ſtate is eſſentially neceſſary. Reſpecting all the varieties of white fiſh, flat fiſh, ſalmon, and thoſe of the whale kind, the markets are boundleſs. Great Britain alone, were all fiſh taken by foreigners prohibited, would exhauſt the cargoes of many hundred veſſels in the white and flat fiſheries. All the rivers in the Iſland cannot ſupply the demands of London in ſalmon; which, of late, hath riſen to a price beyond the abilities of the labouring people to purchaſe.

For oil, and other produce of the whale kind, the ſale at home is continually encreaſing.

The market for herrings, and that only, requires particular attention.

From the period when the herrings forſook the Swediſh and German ſhores, till the year 1754, or thereabouts, when they returned to the continent, Great Britain had an opportunity of being enriched by the monopoly of the fiſhery upon her ſhores. We have ſeen by what means this fiſhery was loſt to both kingdoms. Their civil and religious commotions, their ſchemes of colonization, and their continental wars, engroſſed the attention of government and individuals; while the Dutch ſupplied Europe in this great article, almoſt without a rival,

The ſcene is now greatly changed; ſince 1754, the herrings have been on the Swediſh coaſt in ſuch quantities, that nearly 200,000 barrels are ſuppoſed to be exported annually, at half the price which we can afford to take. Ireland neglected her fiſhery till

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till about the year 1763, when ſhe began to try the experiment, and with ſuch ſucceſs, that, inſtead of a cuſtomer, ſhe hath become a formidable rival to Great Britain at the Weſt India market, and even in England. France alſo, though the herrings on that coaſt are of the worſt kind, hath, within theſe few years, attempted to ſupply her Weſt India colonies, partly from her own ſhores, and partly by buſſes fitted out for the coaſt of Scotland.

Theſe three nations have alſo begun the trade of drying herrings for the Italian and other markets in the ſouthern parts of Europe. Amongſt all theſe competitors for trade, Scotland enjoys a ſuperior advantage, from the early arrival of the herrings and their long continuance upon her coaſts. The Swediſh fiſhery on their own coaſt begins in October, and continues ſix weeks. The French fiſhery is nearly about the ſame period. The Dutch, and other foreigners who frequent the Scottiſh ſhores, generally quit that fiſhery at the commencement of the winter, on account of the inclemencies of the ſeaſon, when it cannot be carried on to advantage in the open ſeas, without the aid of adjacent ſhores or ports. In Ireland, the herrings begin to appear in ſome lochs towards the end of June, if the wind be favourable; but the great fiſhery ſeldom commences before November, and ſometimes, as in 1784, not before December. Upon an average, the Iriſh fiſhery for exportation does not laſt above ſix weeks or two months, every year.

Let us now examine the fiſheries on the Scottiſh coaſt, ſuppoſing them carried on to the fulleſt extent by the natives. The herrings that ſurround Great Britain are compoſed, firſt, of ſtationary or native herrings, ſpawned in the Britiſh ſeas, and found upon the coaſt at all ſeaſons of the year. Of theſe herrings a few are taken off the coaſt of Norfolk and Suffolk, during the ſpring, for the London markets; and, of late years, the Scottiſh eaſt country boats

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have attempted an April fiſhery; the herrings then taken are immediately cured and ſent to London for the Weſt India market; but no fiſhery at this ſeaſon hath been attempted upon the coaſts of Shetland or the Hebrides, though the herrings are alſo found in theſe ſeas through the whole year.*

Secondly, the great ſhoals of emigrants or ſtrangers from the north ſeas, as reinforcements to the former; but whether theſe two diviſions of herrings, the natives and the ſtrangers, unite or blend together, is a matter of mere ſpeculation. We only know for a certainty, that the great northern ſhoals begin to appear off the Shetland iſlands in May, and that on the 24th of June, they are found in ſuch numbers as to give full employment to hundreds of veſſels, and thouſands of people, day and night. We alſo know, that the great body of the herrings remain on the Scottiſh coaſt, though not on every part of it, till the 12th of January or later; conſequently that nation, from its northern ſituation, and the natural progreſs of the herrings, enjoys, or may enjoy, a great fiſhery one half of the year, beſides a partial fiſhery of native herrings during part of the other half. It is this happy ſituation that gives Scotland a great advantage in the duration of their fiſhery; and as there is reaſon to hope that the Britiſh fiſhery-laws will be no longer diſgraced by a reſtriction, which tied up the hands of

* That theſe herrings are natives of this iſland appears evident from the following important diſcovery, which was communicated to me by an intelligent perſon from the Hebrides, viz. That at a certain ſeaſon, when the people of St. Kilda deſcend the rocks in queſt of young ſolan geeſe and other fowl, they generally find the neſts well ſtocked with young herrings, which are daily fiſhed by the mothers, and laid in as food to their young brood. When the birds come from the eggs, the herrings are then two inches long; and when the former are ready to fly and ſhift for themſelves, the herrings are nearly in full ſize. Thus they keep time, as it were, in their advances towards maturity. The number of young herrings procured for this purpoſe, by the old birds, exceed all credibility.

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of the inhabitants, while foreigners were carrying away the fine rich herrings with which they ſupplied Europe; we humbly recommend a vigorous early buſs fiſhery upon the coaſts of Shetland; from thence ſouthward on both the ſides of the iſland, without ceaſing, while the boats ſhould be conſtantly employed on the ſhores and lakes for home ſale, as well as the ſupply of the buſſes or merchants.

As the herrings gradually fall off in richneſs and flavour ſoon after their arrival at the Shetland iſlands, I have been at ſome pains to diſcover whether we might not commence the Shetland fiſhery with ſucceſs before the 24th of June; but no perſon with whom I have converſed on the ſubject, could give a ſatisfactory anſwer on that head; neither could they account for the Dutch regulation, which prohibits their fiſhing till that day.

As this point is of very conſiderable importance, it is ſubmitted to conſideration, whether it would not be proper to have a veſſel at Braſſa Sound on the firſt of June, equipped in all reſpects after the Dutch method, having alſo a ſufficient quantity of refined ſalt, ſuch as is uſed by that people. From Braſſa Sound ſhe might ſail on the evening of June 1, in queſt of the herrings, taking care to keep a minute journal of all the appearances that occurred, and circumſtances that happened in the cruize, and ſtrictly to obſerve the Dutch method of curing and packing. By this experiment we might diſcover whether that fiſhery admits of an earlier commencement; for if only one week could be gained in this valuable ſeaſon, very eſſential advantages would reſult therefrom to the ſtate and to individuals. It would enable us to open new markets in the northern parts of Europe, for which theſe rich, early herrings are only proper, and where they would bring a high price.

This may be called the firſt ſtage of the fiſhery, and continues, as we perceive by the Dutch laws,

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till the 15th of July, which commences the ſecond period, or harveſt fiſhery that remains till October. During this period the herrings paſs gradually down both ſides of the kingdom; and it is during this ſeaſon only, that a floating buſs fiſhery could be carried on with ſucceſs and ſafety among the Hebrides. The herrings having now loſt much of their fatneſs, may be cured for the Weſt India, as well as the European markets. This is alſo the ſeaſon for reddening herrings, and may be conſidered as the beſt ſeaſon for a general fiſhery over the whole kingdom. This is therefore the period which the Scots ſhould improve with the utmoſt exertion, being then in poſſeſſion, not only of an excluſive fiſhery, but alſo of excluſive markets, the Dutch excepted.

The winter fiſhery, which continues from October to the 12th of January, furniſhes herrings of a large ſize, on the weſt coaſt of Scotland, Ireland, the Iſle of Man, and the coaſt of Sweden. Thoſe taken about this ſeaſon at Yarmouth, Biddeford, and the coaſt of France, are of a ſmaller ſize, and the fiſheries are leſs conſiderable.

The great winter fiſheries, and the rivalſhip in thoſe fiſheries, lie between the Iriſh, Swedes, and Scots. I have already obſerved the natural advantages which the two former have over the latter in taking the herrings at this ſeaſon.

The Swedes and Iriſh take them at their doors; the firſt with baſkets, the laſt with open boats; while the Scots, after ſearching from place to place, upon a coaſt of 250 miles, in the boiſterous ocean, frequently return with their ſalt and caſks unoccupied. By means, however, of great perſeverance, they generally pick up many half cargoes for the Weſt India market; and the reſtraints laid upon their fiſhery on the Scottiſh and the Iriſh coaſts, being now in a fair way of redreſs, this winter fiſhery preſents an extenſive field for their induſtry.

Thus we perceive three fiſheries—the ſummer, the autumnal, and the winter, having each their pe-

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culiar characteriſtic, and for which the inhabitants ſhould be ſuitably accommodated and qualified.

By a ſtrict adherence to the regulations proper for each reſpective branch on the part of the adventurers, and a ſuitable aid on the part of government, theſe three fiſheries cannot fail of ſucceſs; and this leads to an inquiry into the preſent ſtate of the markets, and how far they may be extended. Formerly the principal markets for Scottiſh herrings were France, Sweden, Ireland, and the Weſt Indies. Of all theſe, a part of the Weſt India market only remains for the Britiſh exports of white herrings.

The French now ſupply themſelves chiefly by means of herrings taken on their own, and the Scottiſh coaſts.

The Swedes, beſides home ſupply, have an overplus of near 200,000 barrels annually for the European markets and the Weſt Indies. From the connection between France and Sweden, it is probable that the herrings from the latter kingdom have a preference in the French colonies to all other nations. *

Ireland, beſides ſupplying her own conſumption, which is very great, hath alſo become a rival at the Weſt India markets, as appears from the preceding ſtatements of her imports and exports, upon averages of four years, ending in 1767 and 1783.

The want of ſale was one of the principal cauſes of the failure of the Britiſh white herring company, eſtabliſhed in 1750, by men of unlimited property, aided by a bounty of fifty ſhillings per ton, and without the rivalſhip of Ireland.

May it not therefore be ſuggeſted, that while the wiſdom of parliament is engaged in framing laws and regulations for the extenſion of the Britiſh fiſheries, it is no leſs worthy their deliberation to conſider of markets for the diſpoſal of the fiſh? The home ſale

* The iſland of Bartholomew lately ceded to Sweden by France, and made a free port, will greatly facilitate the ſale of Dutch and Swediſh Herrings.

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of herrings in Scotland is cramped by a duty of one ſhilling per barrel, which, conſidering the increaſe of taxes, and the riſe in the neceſſaries of life in that country *, it would be politic and humane to aboliſh.

Though this tax amounts to a twentieth part of the value of pickled herrings conſumed in that country, and conſequently a burden on the lower ranks of life, it is unproductive, as an article of revenue.

It was originally impoſed by the Scottiſh parliament, in lieu of the duty on ſalt uſed in curing. A burden of much greater magnitude is laid upon herrings ſent to England, viz. 3s. 4d. per barrel, which, with the carriage from Greenock to the canal, the carriage and tonnage duties in paſſing that water, the reſhipping at the Forth, the carriage from thence to London, the fees and port expences in the river, enhances the price of herrings to the London retailer to 30 ſhillings per barrel; in leſs plentiful years, as at preſent, to 36 ſhillings; and to the conſumers about 3l. upon an average of years †. The arguments reſpecting the labouring people in Scotland are applicable to thoſe of the ſame claſs in London, where, though wages are higher, the people are not always employed. Surely the additional

* Bread and butchers meat in Glaſgow, Paiſley, Greenock, and other trading towns of Scotland, are as high as in London. Tea and ſugar are higher than in London. Herrings and potatoes are therefore the general food of the manufacturers, of the induſtrious, and the aged poor. When theſe articles fail, ſcarcity and famine approach.

† The white and red herrings retailed in London at preſent, and for ſome years paſt, are chiefly Iriſh herrings, ſold under the name of Iſle of Man herrings. They are the large winter fiſh, of which 500 fills a barrel, and retailed at three halfpence each. The retailers ſay that herrings of a middle ſize are more generally called for, as they ſuit the pockets of their cuſtomers better, being ſold at a penny. When pickled herrings are ſoaked two or three days in water, and hung by the tail, about the ſame time, to dry, at a moderate diſtance from the fire, or in the ſun, they eat extremely well with potatoes.

expence

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expence of freight and port expences, are a ſufficient tax on this claſs of people, amongſt whom there is much diſtreſs and miſery.

As this duty alſo, was impoſed on account of the ſalt, it follows, that if the latter be aboliſhed, the former ſhould ceaſe. By this means two purpoſes extremely eſſential to a trading nation will be gained; the fiſheries will be increaſed, and the labouring people ſupplied with cheap food, taken upon our own coaſt, and by our own people.

But the home ſale is comparatively trifling to the channels that may be opened with foreign ſtates, by including fiſh as an article of Britiſh exports, in all commercial treaties and arrangements with thoſe powers, particularly France, Spain, Portugal, Italy, Germany, Poland, and Ruſſia.

Upon the ſuppoſition that government ſhall take theſe matters into ſerious conſideration, affording every aid to the taking, and the ſale of herrings; and that the adventurers ſtrictly obſerve the regulations which experience hath pointed out as abſolutely neceſſary in the various departments of that branch, the herrings exported from Scotland to foreign parts, will probably amount to

	Barrels.	Value.
	300,000	£. 300,000
And the white fiſh dried or wet, equal to —	100,000	200,000
	£. 400,000	500,000

	Men & Boys.
Which, including the fiſhing for home ſale, will employ 300 buſſes from 20 to 120 tons, fitted out from the eaſt country, between Shetland and Berwick, navigated upon an average by 14 men each — —	4200
	3000 large

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	Men & Boys.
3000 large, ſtout boats, each carrying 5 men and a boy — — —	18,000
500 buſſes from 20 to 120 tons, fitted out from the Solway Firth, the Clyde, Loch Fine, the weſt Highlands, and Hebride iſles, for the floating and Loch fiſheries between Iceland and the Iſle of Man, navigated upon an average by 14 men each	7000
4000 large, ſtout boats, fitted out from the before-mentioned places, particularly the Lochs of the Highlands, each carrying 5 men and a boy	24,000
Men and boys in the Scottiſh fiſheries	53,200

Beſides quick-ſailing cutters and wherries employed in running to market with herrings and white fiſh; alſo various veſſels built on particular conſtructions, for particular purpoſes, not regiſtered or comprehended within the bounty laws, and which may be termed irregulars.

Of the Engliſh fiſheries upon the coaſts of that kingdom, and alſo by Engliſhmen on the coaſts of Scotland, Ireland, and the Iſle of Man, I cannot ſpeak with ſuch preciſion; but as the parliamentary aids relative to bounties and markets will operate equally in both kingdoms, it may be ſuppoſed that the Engliſh fiſheries will increaſe in a very conſiderable degree, particularly the white fiſhery in the North Seas, which is at preſent given up.

Without entering into particular ſtatements of the Engliſh fiſheries, we may eſtimate the value of exports as equal to one half of the Scottiſh ſale; conſequently the general amount will ſtand thus:

Exports from Scotland —	500,000
——————England — —	250,000
Total amount of exports from Great Britain — —	£. 750,000

But

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But if the exports of fiſh from England ſhall be leſs than thoſe from Scotland, her home conſumption will be proportionably greater, or more ſo; and if, to the before-mentioned ſpecies of fiſh, we add ſalmon, haddocks, whitings, turbot, and all the varieties of flat and ſhell-fiſh, the value of the home conſumption in Great Britain will probably exceed	1,000,000
To which is to be added the value of oil extracted from white fiſh, herrings, ſeals, grampuſes, &c. alſo the ſkins of ſeals, iſinglaſs, and other marine produce upon our ſhores, which at a low calculation will amount to	250,000
Total amount of wealth	£. 2,000,000

that may be drawn from the Britiſh ſeas annually, which, beſides ſupplying the inhabitants in above twenty different kinds of fiſh, will bring into the nation, in ſpecie and goods, to the value of 750,000l.

We have ſtated the number of men, which the Scottiſh fiſheries carried on by the natives of that kingdom may employ, at	53,200
Allowing for England — —	42,000
	95,200
And that the carrying trade of fiſh from both kingdoms to foreign markets, will employ — — —	4800
Men and boys in the fiſheries of Great Britain — — —	100,000

A nurſery of ſeamen which no branch of navigation in theſe kingdoms, or in any foreign kingdom, can equal; beſides giving employment to above half a million of people of both ſexes, and of all ages. Were we to extend our eſtimates ſtill further, through

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through all the branches of trade, commerce, and manufactures, and to all the classes of men by whom those branches are carried on, who are more or less affected by extensive regular fisheries, such inquiries would lead to a field of endless calculation, and boundless advantages to the community.

Let us, for instance, suppose, that 100,000 seamen were fully employed in fisheries, whose annual produce, after deducting the value of salt and casks, realized a clear profit of 1,500,000l.; such accumulating wealth would place many thousand individuals in comfortable circumstances, and enrich others; consequently the benefits of the fisheries would extend to the population and increase of villages, towns, and even the capitals of the two united kingdoms, thereby augmenting the national property, the revenues of the state, and of corporations; giving business and employment to the brickmaker, the iron and timber merchants, dealers in oil and colours, paper-makers and stainers, bricklayers, masons, carpenters, painters, glaziers, blacksmiths, labourers, &c. From these we might proceed to the numerous classes engaged in the various kinds of household furniture, consisting of manufactured mahogany, silver, steel, iron, copper, tin, china, glass; of silks, cottons, linens, prints, and other articles, well known to every reputable house-keeper. From the expenditures on furniture, we might proceed to the articles of elegant dress manufactured at home; the consumption of provisions, malt liquors, and cyder, the produce of these kingdoms; of sugar, rum, and other articles, from our West India islands; of wines, brandy, and fruits, had in exchange for our fish. Placing these, and a thousand other particulars, to the credit of the fisheries, and taking also into the account, that, by the national exertion, towards which the fisheries, even in their distressed state, contributed very considerably, we broke the strength of the most formidable confederacy

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confederacy known in Europe; that great branch, the donation of Heaven to this much favoured island, must rise in the estimation of every man who hath the prosperity and safety of his country at heart. It claims the approbation, and merits the support of every individual in these kingdoms, whether the constituent or the representative. We have seen the exertions of former ages in favour of the fisheries; the contributions made at church doors for carrying them on with vigour; the exclusive privileges, and exemptions from custom-house duties, upon imports and exports of whatever related to the fisheries; the laws obliging housekeepers of certain descriptions to use a barrel of herrings annually at 30s. per barrel, being equal to 40s. or 50s. at the present time; the political rigours, of keeping lent; these, and other circumstances which could be enumerated, show the importance of the fisheries to our ancestors; and the wisdom of those ages in the great, though ineffectual attempts to carry them to their utmost extent. If such exertions engaged the attention of the court, the senate, and the nation, when they had only France to contend with, when provisions were cheap and plentiful, when manufacturers bore a very small proportion to the community at large,—how much more so ought the present age to use every effort, not only towards the restoration of the fisheries in all their varieties; but establish that business upon a wider scale, thereby increasing the number of seamen, and the quantity of cheap food, proportionably to the accumulated collective strength of hostile powers abroad; to the great increase of manufacturers, the rise of provisions, and the heavy burden of taxes at home. The empire is also dismembered, and many provinces are lost; our possession of those that remain is, and ever will be precarious; but supposing the worst event to happen, there still remains an empire which no human power can abridge or detach. It is the boundless, and greatly neglected seas, by which we are environed,

which

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which pour treaſures into every river, bay, and lake, in continual ſucceſſion, and in immenſe bodies, on whoſe numbers the petty captures of man can ſcarcely make any impreſſion.

To avail ourſelves completely of theſe treaſures, requires, as before obſerved, certain aids ſuited to the nature of each reſpective fiſhery. But all ſchemes calculated for that important end, upon a contracted plan of economy, will prove deluſive to the ſtate, as well as individuals. Nothing leſs than a general bounty extending to veſſels of every ſize, and to fiſheries of every denomination, will be found effectual upon the experiment; neither can any plan be adopted ſo ſimple in its operation, or leſs ſubject to frauds and groſs impoſitions. *

* At the time of the union, the exporters of white herrings from Scotland, and ſoon after from England, were entitled to 10s. 5d. ſterling per barrel, which mode of public bounty proved the ruin of their trade; the whole buſineſs became a ſcene of fraud and perjury, on the part of the exporters; of connivance and breach of truſt, on the part of the revenue officers. Barrels, inſtead of being filled with good and ſufficient herrings, well cured and packed, were partly filled with ſtones or rubbiſh; frequently the ſame barrels were entered a ſecond time; every art and device was uſed for obtaining the public money; and the traders being regardleſs of the condition of the herrings ſo exported, that article fell into diſrepute abroad; few merchants would purchaſe our herrings at any price; and ſhould government again hold out the ſame temptations, ſimilar conſequences may be expected.

The emperor of Germany, though his mother the queen of Hungary owed her elevation to Great Britain, who fought her battles, and thereby incurred many millions of debt; hath lately publiſhed an edict, which almoſt prohibits the importation of Britiſh produce and manufactures, into his dominions of Auſtria, Hungary, Bohemia, and the Auſtrian Netherlands. The duty upon the importation of herrings is 10s. 6d. per barrel, and as the Netherlands hath ever been a great market for herrings, the only means of obtaining a ſhare in that trade, under the heavy duty now impoſed, will be, to keep off the Flemiſh veſſels who have hitherto fiſhed upon our ſhores, through the indulgence of the Britiſh court; or, by laying ſuch veſſels under a contribution equal to the duty on Britiſh taken herrings.

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An Account of the Quantity of Britiſh Herrings and Cod exported from Scotland, from Chriſtmas 1750, to Chriſtmas 1782, diſtinguiſhing each Year, and the Ports from whence exported.

Ports from whence export. 1751.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Aberdeen	84			
Air	6624			
Anſtruther	31			
Borrowſtoneſs	11			
Campbletown	6084	404		
Dunbar	—	323	1	
Fort William	217			
Irvine	337			
Leith	159			
Montroſe	88			
Orkney	692			
Port Glaſgow	2404			
Port Greenock	7395			
Shetland	1672	7312	3	
Total	25800	8040	0	
1752.				
Air	3558	97	2	
Anſtruther	340			
Campbeltown	2773	1708		
Dunbar	—	47	1	14
Fort William	259			
Inverneſs	12			
Irvine	367			
Kirkaldy	39			
Leith	166	126	2	21
Montroſe	184			
Orkney	196			
Port Glaſgow	2214			
Port Greenock	6927			
Stranraer	156			
Shetland	810	6218	2	
Total	18003	8198	0	7
1753.				
Air	1067	509	2	
Anſtruther	603			
Borrowſtoneſs	20			
Campbeltown	6244	1426		
Fort William	—	108		
Inverneſs	238			
Irvine	107	207		
Montroſe	90			
Port Glaſgow	3276			
Port Greenock	10262			
Stranraer	1029			
Shetland	3482	7424		
Total	26420	9674	2	

Ports from whence export. 1754.	Herrs. White Barrel.	Cod Dried. Cwt.	Q.	lb.
Aberdeen	4			
Air	686			
Anſtruther	288			
Borrowſtoneſs	30			
Campbeltown	6933	1837		
Dunbar	—	37	1	
Fort William	412			
Irvine	280	1022	3	23
Montroſe	32			
Port Glaſgow	3117			
Port Greenock	7574			
Stranraer	1690			
Shetland	5286	10178	1	
Total	26335	13075	1	23
1755.				
Aberdeen	264	9	2	21
Air	3830	130		
Campbeltown	24436	1196		
Fort William	1315			
Inverneſs	779	12	2	
Irvine	3754	550	3	1
Leith	250			
Orkney	1737			
Port Glaſgow	4054			
Port Greenock	4675	185		20
Stranraer	1935			
Shetland	2399	5742	3	
Total	49429	7826	3	14
1756.				
Aberdeen	—	25	3	14
Air	2730			
Anſtruther	286			
Campbeltown	13528	1153		
Fort William	1444	111		
Inverneſs	291			
Irvine	2930	240		
Leith	158			
Montroſe	67			
Orkney	2003			
Port Glaſgow	4519			
Port Greenock	9072			
Stranraer	951			
Shetland	3476	9287	2	
Total	41456	10817	1	14

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Ports from whence export. 1757.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Aberdeen	—			
Air	1239	31	2	7
Anſtruther	743			
Campbeltown	3271	1064		
Fort William	1592			
Irvine	863	656	1	2
Leith	561			
Montroſe	33			
Port Glaſgow	2924			
Port Greenock	6257			
Stranraer	5924			
Shetland	1133	6170	2	
Total	24542	7922	1	9
1758.				
Aberdeen	—	—		
Air	1237	1022	1	
Anſtruther	177			
Caithneſs	—			
Campbeltown	5083	2467		
Dunbar	—	61		
Fort William	799			
Irvine	695	336	2	15
Leith	97			
Port Glaſgow	4326			
Port Greenock	11878			
Stranraer	13121			
Port Patrick	14			
Shetland	4173	9287	2	
Total	41602	13174	1	15
1759.				
Aberdeen	—			
Air	1513			
Campbeltown	2846	3637		
Dunbar	—	91		
Fort William	501	9	2	
Irvine	290	362		7
Port Glaſgow	1293			
Port Greenock	5422			
Stranraer	9025			
Shetland	1166	8480	3	
Total	22057	12580	1	7

Ports from whence export. 1760.	Herrs. White Barrel	Cod. Dried. Cwt.	Q.	lb.
Air	1789			
Anſtruther	14			
Campbeltown	1712	1103		
Fort William	111			
Irvine	365	97	3	14
Leith	61	123		
Port Glaſgow	4319			
Port Greenock	5512			
Stranraer	432			
Shetland	460	9815	3	
Total	14787	11139	2	14
1761.				
Air	4288			
Campbeltown	6026	2114		
Fort William	201	57		
Irvine	1495	198	1	14
Kirkudbright	480			
Port Glaſgow	4692			
Port Greenock	7514	41	2	
Stranraer	747			
Shetland	950	7133	2	
Total	26396	8544	1	14
1762.				
Aberdeen	—	34	3	8
Air	598			
Campbeltown	4895	982		
Fort William	283	63	2	
Irvine	809			
Port Glaſgow	752			
Port Greenock	4438	59	1	
Stranraer	460			
Shetland	1250	9031	2	21
Total	13486	10171	1	1

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Ports from whence export. 1763.	Herrs. White Barrel.	Cod Dried. Cwt.	Q.	lb.
Aberdeen	—	28	3	21
Air	1997			
Campbeltown	10775	1170		
Fort William	985			
Inverneſs	500			
Irvine	1636			
Oban	13			
Port Glaſgow	2574			
Port Greenock	5700	17	2	21
Stranraer	141			
Shetland	941	9841	1	
Total	25265	11057	3	14
1764.				
Air	333			
Campbeltown	2641	1211		
Fort William	11			
Montroſe	—	32		14
Oban	1827	280	2	
Port Glaſgow	1894			
Port Greenock	1692	83	1	15
Shetland	952	9974	1	
Total	9351	11582	1	1
1765.				
Air	74			
Alloa	26			
Borrowſtoneſs	381			
Campbeltown	12300	352		
Fort William	297			
Irvine	2183			
Leith	198			
Oban	1028	165	2	10
Port Glaſgow	1636			
Port Greenock	9628			
Rotheſay	83			
Stronaway	1111	291		
Stranraer	73			
Shetland	1438	11062	2	
Total	30458	11871		10

Ports from whence export. 1766.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Air	717			
Campbeltown	10675	631	3	
Fort William	461			
Irvine	889			
Leith	59			
Oban	1054			
Port Glaſgow	2532			
Port Greenock	5270			
Stronaway	1885	297		
Stranraer	371			
Shetland	3119	7244	2	1
Total	27033	8173	1	1
1767.				
Air	57			
Campbeltown	6390	337	2	14
Fort William	172			
Inverneſs	3			
Irvine	591			
Leith	170			
Oban	381			
Port Glaſgow	2509			
Port Greenock	6095			
Rotheſay	193			
Stronaway	410	129	2	24
Stranraer	522			
Shetland	2565	7650	2	
Total	20060	8117	3	10
1768.				
Air	235			
Caithneſs	523			
Campbeltown	8474	865		21
Irvine	1018			
Kirkaldy	50			
Leith	429			
Oban	1024			
Port Glaſgow	4687			
Port Greenock	7334	146	3	
Rotheſay	234			
Stronaway	706	122		
Stanraer	929			
Shetland	2539	9835	3	7
Total	28184	10967	3	

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Ports from whence export. 1769.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Air	35			
Borrowſtoneſs	30			
Campbeltown	6476	560	3	7
Dunbar	272			
Irvine	954			
Kirkaldy	25			
Leith	1025			
Oban	1185	38		
Port Glaſgow	1802			
Port Greenock	5811	187	2	2
Stronaway	3979	399	3	
Stranraer	1429			
Shetland	2600	5188	3	14
Total	25624	6374	3	23

1770				
Air	964			
Caithneſs	1159			
Campbeltown	16175	1360	3	14
Dunbar	521			
Fort William	65	200		
Irvine	1569			
Kirkaldy	60			
Leith	1028	25		
Oban	5132	56	2	14
Port Glaſgow	3239			
Port Greenock	12574	1930	3	16
Stronaway	982	110	1	
Stranraer	1934			
Shetland	2039	5565		14
Total	47442	9248	3	2

1771				
Air	228			
Anſtruther	56			
Caithneſs	1877			
Campbeltown	4313	297	2	14
Dunbar	105			
Fort William	194			
Inverneſs	145			
Irvine	1212			
Leith	262			
Oban	1146			
Port Glaſgow	1289			
Port Greenock	14176			
Rotheſay	382			
Stronaway	2872	764	3	
Stranraer	912			
Shetland	1915	7740		7
Total	31086	8802	1	21

Ports from whence export. 1772.	Herrs. White Barrel	Cod Dried. Cwt	Q.	lb.
Anſtruther	299			
Caithneſs	3619			
Campbeltown	5532	622	1	17
Fort William	59			
Inverneſs	12			
Irvine	424			
Kirkaldy	112			
Leith	690			
Oban	275	38	1	
Port Glaſgow	497			
Port Greenock	8718	370	3	20
Stronaway	1433	141	3	
Shetland	14	6656	3	14
Total	21679	7830		23

1773.				
Aberdeen	203			
Air	150			
Caithneſs	2285			
Campbeltown	14638	751	3	7
Irvine	1312			
Kirkaldy	24			
Leith	719			
Oban	1656			
Port Glaſgow	619			
Port Greenock	14575	63	1	23
Rotheſay	206			
Stronaway	2198	522		16
Stranraer	866			
Shetland	325	6970	2	
Total	39777	8307	3	18

1774.				
Aberdeen	6			
Air	291			
Caithneſs	953			
Campbeltown	12137	1144	2	3
Dunbar	363			
Fort William	144			
Irvine	1312			
Leith	1639			
Oban	546			
Port Glaſgow	2608			
Port Greenock	18535	751	2	25
Rotheſay	570			
Stronaway	2968	1098	3	21
Stranraer	670			
Shetland	530	4417	1	14
Total	43275	7412	2	7

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Ports from whence export. 1775.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Aberdeen		192		21
Air	151			
Anſtruther	839			
Caithneſs	450			
Campbeltown	8122	925	3	21
Dunbar	173			
Irvine	1312			
Kirkaldy	143			
Leith	808			
Montroſe	24			
Oban	1159	552	2	
Port Glaſgow	1319			
Port Greenock	13702	102	3	
Rotheſay	495			
Stronaway	3178	592	2	
Stranraer	977			
Port Patrick	184			
Shetland	43	8123	2	
Total	33082	10489	1	14
1776.				
Aberdeen		1439	3	23
Air	326			
Campbeltown	14186	265	3	21
Dunbar				
Dundee				
Irvine	1173			
Leith	559			
Montroſe		20		
Oban	797			
Port Glaſgow	3721			
Port Greenock	22897	504	3	20
Rotheſay	536			
Stronaway	3435	1144	1	14
Stranraer	1534			
Shetland		7642	2	14
Total	50165	11017	3	8
1777.				
Aberdeen		1522	2	
Air	301			
Campbeltown	9709	718	3	6
Dunbar		242		
Iſle Martyn				
Irvine	1414			
Kirkudbright	196			
Leith	464	79	2	14
Port Glaſgow	3800			
Port Greenock	21714	371	2	16
Stronaway	2197	2279		
Stranraer	1383			
Port Patrick	39			
Shetland		7088	3	
Total	41217	12302	1	8

Ports from whence export. 1778.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Aberdeen		1080		
Anſtruther	102			
Campbeltown	8004	385		
Dunbar	74	50	3	12
Iſle Martyn				
Irvine	856			
Leith	20			
Oban	52			
Port Glaſgow	5619			
Port Greenock	19393	690		18
Stronaway	546	654	1	
Stranraer	953			
Shetland		5866	3	14
Total	35620	8727		16
1779.				
Aberdeen		796		
Anſtruther	25			
Campbeltown	10673	150	3	
Iſle Martyn	88			
Irvine	691			
Kirkudbright	100			
Port Glaſgow	5448			
Port Greenock	14096	1659		19
Stronaway	988	481	2	
Shetland		3495	3	
Total	32110	6583		19
1780.				
Aberdeen		280		
Campbeltown	5075	299		1
Dunbar	76	20		
Iſle Martyn	22			
Irvine	23			
Leith		15		
Oban		628	2	
Port Glaſgow	4071			
Port Greenock	14518	2431	1	3
Stronaway	1230	244		
Stranraer	106			
Zetland		9785	1	
Total	25122	13703		4

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Ports from whence export. 1781.	Herrs. White Barrel.	Cod Dried. Cwt.	Q.	lb.
Aberdeen		1600		
Campbeltown	1768			
Dunbar		23	2	14
Inverneſs		804		
Oban		56	2	
Port Glaſgow	2264			
Port Greenock	9150	2422	1	15
Stronaway	900	669		14
Shetland		8909	1	14
Total	14082	14485		1

Ports from whence export. 1782.	Herrs. White Barrel	Cod Dried. Cwt.	Q.	lb.
Aberdeen		379		
Anſtruther	203			
Caithneſs	11			
Campbeltown	396	287	1	
Dunbar				
Inverneſs		738		
Kirkudbright	9			
Oban		474	3	
Port Glaſgow	2169			
Port Greenock	8819	1365	1	11
Stronaway	914	1712	2	
Shetland		9081	1	
Total	12522	14038		11

CATHCART BOYD,
Examiner of ſalt and fiſhery accounts.

Cuſtom-houſe, Edinburgh, 13th Dec. 1784.

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The following curious treatise did not come to hand in time to be inserted in its proper place.—It is, however, too important to be omitted. The second part, containing orders of the Netherlands for the better government of the royal fishing, is nearly the same with the rules and orders of the Dutch already inserted, and is therefore omitted.

The Herring-Busse Trade: expressed in sundry Particulars, both for the building of Busses, making of deepe Sea-Nets, and other Appurtenances; also the right curing of the Herring for Forreine Vent. Together with sundry Orders of the Netherlands, for the better Governement of the Royall Fishing; as by the following Treatise doth more at large appeare. All which hath bin perused by the Parliament Committee, and is appointed to bee published for the general Direction of the whole Kingdome. Written by Simon Smith, Agent for the Royall Fishing. 1641.

Forasmuch as I finde divers Treatises published, that have sufficiently already invited unto the herring-busse-fishings, which some well-wishers of the commonwealth have bin thereby stirred up to set on the worke; therefore I shall not need to use any further inticements, unto the prosecutting so royall an imployment, then what is already extant, and as by my booke called *A true Narration of the Royal Fishings*, is expressed, to which doe referre, and in this treatise onely apply my labours to the publication of such particulars, directions and orders, as have not heretofore bin published, whereby all places in the kingdoms may be informed in a right way of managing the herring trade with busses, to their best advantage, which being observed in a way of good governement in all those places where this herring fishing shall be erected, will doubtlesse, with God's blessing, prove very beneficiall to all that shall have relation thereunto.

Directions for the building of a Herring Busse.

The length of the busse, from stemme to sterne must be 75 foot. That is to say, 45 foot the length of the keele, which must be, viz.

Eighteen inches deepe, the fore part of the keele.
Twelve inches deepe, the after part of the keele.
Fourteen inches the breadth of the keele.
Twenty-three foot the stem or rake, which must bee, viz.
Five foot crooked.
Twenty inches broad the fore stem.
Seven foot the sterne poste must fall backwards.

The sterne-post must be 20 feet, and crooked in the inside 16 inches, square in the after side, and 7 inches thicke.

The fore stem must fall in length forwards 23 foot, 7 foot deepe begets 16 foot and a halfe broad in the mid-ship, within the tymbers.

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Ten foot deepe from the keele to the uppermoſt decke.

Four feet 3 inches the lower deck from the keele, wherein are 10 double roomes, beſides the net roomes for ſtoage.

Five feet 9 inches between the decks.

The ſtoage will be for 412 barrels, viz.

	Barrels
Foure double roomes before the cabbins, will hold	128
Two double roomes in the laſtidge, where the nets are hail'd in	24
Two double roomes before the cabbins	44
One ſingle roome after the net roome, will hold	28
One ſingle roome under the cabbin, will hold	16
And under the cabbins, where the men lye	72
And betwixt the cabbins, in the fore ſtem	100
	412

Which 412 barrels, reckoning 12 barrels to the laſt, produceth 34 laſts and 4 barrels.

The Charge of the ſaid Buſſe.	£.	s.	d.
The hull will coſt for tymber and workmanſhip	300	0	0
The maſts, yards, &c.	8	0	0
The iron worke and anchors	60	0	0
The ſtanding rigging and other ropes	17	0	0
The three cables, which muſt be of 100 fathoms a-piece, about, 8 inches, weighing 13cwt. a-piece, of one ſieze	60	0	0
The ſayles and ropes thereunto belonging	32	0	0
The blocks and pumpes, &c.	6	0	0
The anchor ſtocks	2	0	0
The boate and oares	8	0	0
The bricklayer and painter	2	10	0
The flags and ancient	3	0	0
The compaſſe maker	1	10	0
Totall is	500	0	0

The Charge of the 56 Nets, which the ſaid Buſſe doth uſe at the ſetting out.

	£.	s.	d.
Four deepings of 70 maſſes a-piece, makes a net, whereof two coſt 16s. a-piece, and two coſt 10s. a-piece, which together is 52s. for a net, ſo the 56 nets amounts to	145	12	0
For twine making will coſt 2s. a net	5	12	0
For norſels at 8d. a net, being 130 to a net	1	17	4
For 8 way-ropes, weighing 3cwt. 2qrs. a rope, at 30s. per cent. *	42	0	0

Carried forward

* *Every ſeven nets have a rope.*

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	£	s	d
Brought forward			
For 7 coyles of 1¾ inches, will be 1cwt. a coyle, which 7cwt. at 28s. per cent. being for ſeyſons, the coyle conteining 64 fathoms, and each ſeyſon muſt have 8 fathoms, which coms to — — —	9	16	0
For 14 coyles of 64 fathoms a-piece, to make 56 net-ropes, weighing 10cwt. 2qrs. at 28s. per cent. †	14	14	0
For one coyle of 1cwt. to make bowleſtraps —	1	8	0
For 60 bowles at 15d. a-piece, is —— —	3	15	0
For 6cwt. of corke, at 18s. per cent. is —	5	8	0
For 50lb. of marline to faſten the corks, at 4d. per lb.	0	16	8
For 80lb. of ſpunne yarne, to ſave the bowleſtraps from wearing out, at 18s. per cent. —	0	13	4
For the tanning and beetſter's worke, and pettie charges at 2s. per net, is — —	5	12	0
	237	4	4

The whole charge of the 56 nets amounts unto 237l. 4s. 4d. which breaketh out 4l. 5s. for every net.

The conſumptive Charge in the two Moneth's Fiſhing.

	£	s	d
Ten weyes of Spaniſh ſalt is 400 buſhels, water meaſure, which will make 470 barrels of herring, reckoning 6 buſhels to make 7 barrels of herring, which doth coſt with charges 4l. the weye, is —	40	0	0
Thirty-five laſts of herring caſk, at 22s. the laſt	38	10	0
Two dozen of gipping knives, adzes, and other irons	1	0	0
For baſkets and other petty neceſſaries — —	1	0	0

The Victualling for two Moneths.

	£	s	d
Of the maſter, at 5s. the weeke is — —	2	0	0
Of 15 men, 4s. a-piece for a weeke — —	24	0	0
Of two boyes at the ſame rate — —	3	4	0
Some is	29	4	0
The wages of the 16 men and two boys ——	36	0	0
The maſter his allowance of 1s. the barrell for every merchantable barrell of herrings, being on 400 barrells, the ſome of —— —	20	0	0
Some is	165	14	0
The allowance to make good the nets, which is uſually reckoned at 25s. a net, is for 56 nets ——	70	0	0
The weare and teare of the buſſe at 10l. a moneth	20	0	0

† *The net-rope being* 16 *fathoms, ſo that a coyle will make four net-ropes.*

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The whole charge that is conſumed, is	——	255	14 •
So the ſum of this two months imployment will be: The nett ſales made of the 400 barrells, * is	—	400	0 0
Deduct the charge aboveſaid ——	—	255	14 0
Remaineth cleer gains in two moneths	——	144	6 •

The Times and Places of the Herring Fiſhings.

To get unto the coaſt of Sheteland by the beginning of June, when the herrings do riſe about Crane Head, which is the headland or outmoſt part of Bratio † Sownde, within two leagues, ſometimes more, where the herrings doe abide about 14 dayes.

From thence to Farry ‡ Iſland, which is within 7 leagues to the ſouthward of Sheteland, where the herring continue about three weeks round about that Farry Iſland.

From thence to Buffin Neſſe §, being about 30 leagues to the ſouthward of Farry Iſland, the fiſhing places called Buffin Deepes, and is 20 leagues to the northward of the Frythe ||, where the herring abide about 14 dayes, and 14 dayes more on the fiſhing grounds under Chivet hils, and Chivet chace. ¶

Thence they follow them to the Doggerbancke, where they ſtay ſometimes a moneth, and ſometimes ſix weekes, and then about the beginning of September they come into the Yarmouth ſeas, where they continue untill the middle of November, and from thence they fall to the ſouthward, being followed with ſmall fiſher-boats, but dangerous for the buſſes to follow them.

There is alſo good fiſhing in the loughes, at the iſland of the Lewes, very commodious and profitable to thoſe inhabitants, but not ſo for the buſſes.

Alſo on the coaſt of the Iſle of Man, is great appearance of herring, which is moſt proper for thoſe of Leverpoole, but unprofitable for buſſes to bee ſent from other farre remote ports.

The ſeveral Sorts of Herrings, and Times of packing them.

There are barrels of herrings called ſea-ſticks **; and there are barrels called re-packed herrings.

The ſea-ſticks are all the fiſhing ſeaſon as they come from ſea,

* *I here doe reckon but* 400 *barrels, and not* 470, *as is mentioned in the calculate of the ſalt, becauſe the* 70 *overplus is given in for waſte, in making freſh pickle.*

† Bratio *Sownde*—Braſſa *Sound.*

‡ Farrie *Iſland*—Fair *Iſland.*

§ *Buffin Neſs*—Buchanneſs *in Aberdeenſhire.*

|| *Frythe*—*the* Firth *of* Forth.

¶ *Chivet Hills*—*Near Berwick.*

** Sea-ſticks *are herrings only once packed.*

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which containe betweene 500 and 600 herring as they ſhall riſe in bigneſſe, which being repact on ſhore, 17 barrels will make but 12 repact barrels, for the manner is to take out the herring, waſhing them in their owne pickle, and ſo lay them orderly in a freſh barrel, which have no ſalt put to them, but trodden downe as cloſe as may be, and ſo headed up.

The ſummer herring, which are taken from June to the 15th of July, are ſold away in ſea-ſticks, to bee ſpent preſently in regard of their fatneſſe, and will not endure re-packing, and ſo goe one with another full and ſhotten; but the re-pact herrings are ſorted, the full herrings by themſelves packed, and the ſhotten and ſick herring in barrels by themſelves, marking the barrels diſtinctly.

There are alſo a ſort of herrings called crux-herrings, beginning the 14th of September, being the day noted *exal. crucis*; theſe herrings are made with ſalt upon ſalt, and are carefully ſorted out (all full herring) and uſed in the re-packing, as beforementioned, and can pack but 10 barrels a day.

The corved herrings, which are to make red herrings, are thoſe that are taken in the Yarmouth ſeas, provided that they can bee carried on ſhore within two or three days after they be taken, otherwiſe they muſt be pickled.

The corved herrings are never gipped, but rowed in ſalt, for the better preſervation of them till they can be brought aſhore; and if any be preſerved for to make red herrings, they are waſhed out of the pickle before they be hanged up in the red-herring houſes.

Obſervations in the Fiſhings at Sea.

In the evening they caſt out their nets, and ſo drive all night, and in the morning they get them in againe, and gip, ſalt, and packe all the herrings before they ſet on the kettle.

And if ſo be they get not herrings, then they ſayle up and downe all that day, untill they find a hopeful place to take herring, and at the break of day hale in their nets.

All the day the buſſe rides by the anchor whilſt the nets are aboard, and if foul weather, then doe they put out all their cables at length, and ſo procure the buſſes eaſier riding and more ſafety.

The Diſpoſal of the Men and Youths in the laying out of their Nets, and haling them in againe.

Firſt, one net is caſt overboord, and ſo the buſſe driving away, the one drawes the reſt after it, and when as all the 56 nets are out, the buſſe rides by the way-rope; every net hath one rope called a ſeyzon, whereby it hangs on the way-rope, which lets downe the net eight fathomes deepe into the ſea; to every ſeyzon belongs a buye, which is faſtned to the way-rope, and four whole herring barrels to the whole fleet of nets, whereby the better to find out the nets, in caſe they ſhould be broken off and loſt at any

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any time through ſtormes; or by accident with ſome ſhips rudders comming over, may break them. *

The Imployment of the Men in their Offices, when the Nets are to be haled up.

There is ſix men at the capſten, then the firſt ſeyzon, comming in the hawſe way; one man doth ſtand there and looſen it from the way-rope, and hee gives it to another man that brings the net therewith to the laſt way, where they hale in the net, and there are two men ſtanding that pull in the net, then there are three men more that ſhake the herrings out of the net into the well, and one man takes the net from them and ſtowes it. There is one man with a chop-ſtieke, catching cods for the kettle, and the maſter he ſtands in the chaine waels with the ladnet, to ſave the herrings that drop out of the nets; in haling them in, there is one boy to hold on the way-rope, at the capſten, and one boy to coyle it, and ſtowe it from the capſten.

When the Nets are haled in with Herrings,

One man takes the herrings out of the well with the ladnet, and fills the gippers baſkets.

Nine gippers which cut their throats, and takes out the guts, and ſling the full herrings into one baſket, and the ſhotten herrings into another.

One man takes the full baſkets, when they are gipt, and carries them to the rower backe, wherein is ſalt.

One boy doth row and ſtirre them up and downe in the ſalt.

One boy takes the rowed herring, and carries them in baſkets to the packers.

Foure men pack the herrings into the barrels, and lay them one by one ſtraite and even.

One man when the barrel is full, takes the ſame from the packer, and it ſtands one day open to ſettle, and that the ſalt may melt and diſſolve to pickle, and then fills them up, and heads up the barrels.

Nota, The maſter is to view and approve every barrel before it bee headed up, that it may be found merchantable; or in default thereof, the maſter is to make allowance accordingly.

For making of the pickle, the obſervation is, that it muſt be ſo ſtrong as that a herring will ſwim in it, and then it doth ſo pine and overcome the nature of the herring, that it makes it ſtiffe, and preſerves it; otherwiſe, if the pickle bee weaker then the nature of the herring, it will overcome the ſtrength of the pickle, and ſo the herring will decay.

* *The Flemming is ſo carefull, that they ſuffer no ſhip to go out before the rudder be viewed by ſworn men, that their rudders will not take the ropes.*

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The Imployment of the Fiſhermen and Marriners, whilſt they be in Harbor, and till they come to their Fiſhings outwards bound.

They are to rigge and fit the buſſe, and to ſtow the ſalte and beere, which is inſtead of the ballaſt; they are to take in the caſke and victualling, and other proviſions.

They are to take in the nets with the net-ropes, way-ropes, boyes, and all things thereto belonging; and having them aboard, they are to bring the nets to their ropes, and noſſel, and corke them, and make them in all reſpects fit, and in a readineſſe againſt they come to the fiſhing grounds.

Homewards bownd.

They are to waſh out their nets, and take out the noſſels and ſeyzons, and corckes, preſerving them all they can in a profitable way.

And to unlade and rowle into the ſtorehouſe all their herrings, well conditioned in the chines and hoopes.

And having unladen and cleanſed the buſſe, and made the roomes fit, they are preſently to take into her againe 56 freſh nets, and the like quantity of ſalte, and caſke, and other proviſions, and make all expedition to the fiſhing againe, receiving their wages and allowances according to the orders which are hereafter expreſſed.

Each Gipper muſt have

A paire of tanned leather ſleeves will coſt 18d.
A paire of bootes will coſt 7s.
A paire of boot-britches will coſt 4s.
A barme-ſkin or apron will coſt 3s. 4d.
And ſixe gipping-knives a man will coſt 18d. *

The Plantation for a Fiſhing, where, and how.

In that part of the river or ſea-towne, where theſe accommodations may be had, viz.

A good wharfe to build ſtore-houſes upon, where the buſſe may come cloſe to the ſtore-houſe, and ſo both lade and unlade with eaſier charge, and quicker diſpatch.

Alſo where there may be made an arſinall or docke to harbor up the buſſes, and there to plant willowes † to make hoops for the caſke, and reede for the buſſes.

To have ground for the twine-ſpinners and rope-makers to worke in, and to lay up ſea-coales and tanning-barke for to tanne the nets with; alſo to lay up Norway ſhort wood for the buſſes firing, for dreſſing their victuals.

The ſtore-houſes to be built with the lower-ſtory open for the

* *The gipper is to pay for theſe out of his wages.*

† *The willow hoop is beſt for preſervation of the pickle, for that the ſalt water will not rot it as it doth the other; for the pickle running out, the herrings ſpoyle.*

better

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better rowling in and packing of the herrings, and laying up the proviſions of ſalt, with a large yard in the middle, for the coopers, to make and trim the caſke. Alſo a convenient place to ſet up a large copper to tan the nets, * to be of that ſufficient bigneſſe, that it may tan a whole fleet of 56 nets at once. And there muſt be ground adjoyning to put in ſtakes for the drying of the nets as they are drawne out of the tanne fat, and hung abroad on thoſe ſtakes, which is done with much eaſe and celerity by one man, and with leſſe damage to the net then any other way; in the ſecond ſtory, the nets, deepings and twine to be ſafely kept, and there to be wrought by the beeteſters; and in the upper ſtory, to have the cables and ropes houſed and coyled, and the ſayles and other proviſions laid up.

The Proviſions to be made aforehand for furniſhing the Magazine.

The beſt rine and ruſband are theſe; hempe brought in by the eaſtland merchants from the parts of Lieffeland and Pruſia.

Pitch and tarre from the Balticke ſeas and Norway.

Barrels, boards, and willow hoopes, from Hambourgh and thoſe parts.

Deale-boards, maſts and ſparres, from Norway, and fire-wood.

Lixboan ſalt, and ſalt upon ſalt made in England.

Normandy canvas for ſayles, and Ipſwich canvas.

Peaſe and oatemeale.

Butter and cheeſe.

Bacon in gammons.

Aquavitæ and vineger.

Gipping-knives and chop-ſticks, adzes and other tooles.

Leather for the gippers.

Barke of aſhen trees for tanning the nets.

Seacoales for heating the copper for tanning.

Corke and roſen from Burdeaux.

Candles and other chandlery wares.

To have a good quantity of deepings or quarter nets always in readineſſe, for to new the nets at the return of the buſſes.

And all the twine that can be gotten of the ſummer ſpinning, which is then beſt made both for ſpinning and drying.

The aforeſaid proviſions being made in dew ſeaſons, will not onely prove very profitable unto the fiſhing ſtock, but likewiſe to whoſoever ſhall be pleaſed to lay out his money in all or any of the ſaid proviſions, that ſo the fiſhers may be readily ſupplyed at their returne, the want whereof hath beene the chiefeſt cauſe of the ill ſucceſſe that hath accrewed unto thoſe former undertakers.

* *Which will be done with as few coales as a copper that will hold but half the nets.*

Some

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Some queries having been ſent to the Braſſa Sound correſpondent, for a further explanation in certain ambiguous paſſages, his anſwer is as follows:

"In anſwer to your queries reſpecting the herring fiſhing, pleaſe know, that the two apartments on the veſſel's deck, like two meal-garnels, are temporary for throwing the herrings into, to keep them from among the mens feet, and for giving the men room to do what is neceſſary about the nets and veſſel, without injuring the fiſh.

The method they uſe in cleaning the herrings is by cutting out a bit of the throat, or what is called the gip, with which the gills come out, and at which the gippers are exceeding quick and dextrous. They then rouſe or drizzle them in a tub among ſalt, and then ſalt them in barrels; and after they have laid a ſufficient time, they repack them in the caſks in which they are ſent to market. This I hope will ſatisfy you in theſe particulars."

NATIONAL

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NATIONAL IMPROVEMENTS RECOMMENDED, PARTICULALY IN THE HIGHLANDS.

OF INLAND NAVIGATION.

HITHERTO the inhabitants of the Highlands, unable to avail themſelves of the bounty which their ſeas afford, have lived in penury, amidſt the ſources of affluence; I ſhall therefore ſpecify ſuch meaſures as ſeem moſt conducive to the purpoſes of general utility, in the full eſtabliſhment of a populous thriving colony.

The firſt object which preſents itſelf is the opening ſhorter communications between the Atlantic and the Britiſh Sea; the advantages of which are ſo obvious, that they may be conſidered as the groundwork of all ſucceeding improvements, not only in the Highlands, but over Scotland in general.

That nation admits of three artificial navigations:

1. The Southern navigation, between the Forth and the Clyde.

2. The Weſtern navigation, between Lochfine and the Atlantic.

3. The Northern navigation, between Fort William and Inverneſs.

Navigation

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Navigation between the Forth and the Clyde.

Scotland is almoſt divided into two parts by the rivers Forth and Clyde. The Forth falls into the eaſt ſea below Edinburgh, and has an eaſy communication with the whole eaſtern coaſt of Great Britain; with France, Oſtend, Holland, Hamburgh, Pruſſia, Dantzic, Ruſſia, Sweden, Denmark, Norway, and Greenland. The Clyde falls into the Atlantic ocean below Glaſgow, and communicates with the weſtern coaſt of Great Britain; with Ireland, the ſouth of France, Portugal, Spain, the Mediterranean, America, and the Weſt Indies. Theſe two rivers, thus falling in oppoſite directions into the two ſeas, which environ our iſland, and the neck of land between them amounting ſcarcely to twenty-four miles, gave riſe to the idea of a junction, ſo as to open a communication acroſs the kingdom, and thereby cut off the long, dangerous navigation by the Land's End, and the Pentland Firth.

An object of ſuch general utility did not eſcape the notice of Charles II. who, amidſt all his gallantries, was the great promoter of every deſign which had the ſucceſs of trade and navigation in view. That monarch propoſed to open a paſſage for tranſports, and ſmall ſhips of war, at the expence of 500,000 l. a ſum far beyond the abilities of his reign; and the deſign was conſequently laid aſide. The affairs of the continent engaged the attention of ſucceeding princes, till the beginning of the preſent reign; when the earl of Chatham, endued with all the penetration and magnanimity of an able ſtateſman, propoſed to carry the deſign immediately into execution, at the public expence, on a ſmaller ſcale than the original deſign, but ſtill ſufficient to admit veſſels of burden. Unfortunately, the reſignation of that great man, among other cauſes, loſt to theſe kingdoms the only opportunity which Nature preſented

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ſented, for giving ſecurity and expedition to the Britiſh navigation in the northern ſeas.

The buſineſs thus abandoned a ſecond time by the ſtate, was now taken up by individuals, ſome of whom were ſuſpected of private views inimicable to the general welfare of the community; and, from this time forward, we are to conſider this great work ſacrificed to the hopes of gain, of influence, and to jobbing: firſt, in reſpect to the direction of the canal, and ſecondly, to its dimenſions. Nature had pointed out * Borrowſtounneſs on the Forth, and Dalmure Burn-Foot, ſix miles below Glaſgow on the Clyde, as the two extremities of this inland navigation; but ſuch was the force of influence, that, inſtead of opening the eaſt end of the canal at Borrowſtounneſs, where there is water, at neap tides, for ſhips of 200 or 300 tons burden, and ſafe lying, it was begun upon the river Carron, at the diſtance of a mile from its junction with the Forth, and four miles above Borrowſtounneſs, where veſſels of burden could not float at neap tides; beſides the delay and inconveniencies in navigating the Forth, and the mouth of the Carron, from floods and contrary winds; alſo a circuitous navigation of at leaſt two miles.

The depth of water, and dimenſions of the canal, came next under conſideration, and gave riſe to much controverſy, between the inhabitants of the eaſt country on the one part, and a conſiderable number of the citizens of Glaſgow on the other. When we conſider that the ſpace to be cut did not, with all its windings, exceed 30 or 32 miles, and that this ſhort navigation would at once open a communication between the two ſeas and all the countries lying upon thoſe ſeas, common reaſon pointed out the propriety of the greateſt depth of water that the nature of the

* Borrowſtounneſs is, next to Leith, the principal trading town on the Forth; Dalmure is a ſmall village on the Clyde, waſhed by a rivulet called Dalmure Burn; at the junction of which with the Clyde the canal is to be carried.

country

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country would admit. This was the desire of the nation in general; and it would have been the interest of Ireland, London, Bristol, Liverpool, and other towns in England, to have subscribed towards a design in which their commerce, especially in time of war, was materially interested.

This circumstance was however neglected by the merchants; and those of the Scottish nation, who were friends to a deep canal, seeing themselves overpowered by their opponents, submitted reluctantly to an imperfect navigation. Mr. Smeaton, an able engineer from Yorkshire, had estimated the expence of 4, 7, 10, and 14 feet water *. Certain merchants of Glasgow adopted the scale of 4 feet, which, though sufficient for the trade of that city, would scarcely have answered any valuable purpose to the nation in general; and it was surmised, no doubt invidiously, that those persons never meant that the canal should join the Clyde. While a bill for cutting the proposed ditch of 4 feet water was before parliament, and on the brink of being passed, the east country gentlemen and traders took the alarm, objected to the trifling design, and, fortunately for the public, obtained a bill extending the depth of water to 7 feet †. It now became

* Having asked Mr. Smeaton, if a canal of 14 feet was practicable between those rivers, he answered in the affirmative; adding, that with sufficient funds, he could carry a canal over hills or under them, of any depth. Another engineer declares that 15 feet deep was very practicable.

Canals in Germany, and the Low Countries, have frequently 20 feet water; a sufficient depth for the largest merchantmen. They were made, not at the expence of individuals, but by the respective states of those countries, who alone should undertake such great works.

† I have been well informed, that the establishment of this navigation, instead of a very small one for lighters to Glasgow, was chiefly owing to the unwearied endeavours of Mr. Chambers, merchant in Edinburgh, a person of extensive commercial knowledge, and great public spirit. He, and other persons of knowledge in trade and navigation, insisted long and strenuously for 9 feet water, so as to admit vessels of good burden to pass through without delay, or unloading

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became neceſſary to open a ſubſcription to the amount of 150,000l. which was ſoon filled; and about 130,000 l. was actually paid.

Mr. Smeaton began the arduous work in 1768; overcame almoſt inſurmountable difficulties, till he had got to the extent of 9 miles, when, on account of ſome miſunderſtanding with the managers of the canal, he reſigned that buſineſs.

Two ſtrangers from Yorkſhire ſoon preſented themſelves, and with ſuch plauſibility of ſpeech, that they were immediately engaged to carry on the work. When theſe men had completed about 9 or 10 miles, they were diſcharged, and Mr. Smeaton was again employed.

The work was now conducted upon the original principles, till it came within ſight of the river Kelvin, and ſix miles from the propoſed junction with the Clyde; when the ſubſcription, and a ſubſequent loan, being exhauſted, beyond which the proprietors were unwilling to proceed, the work was ſtopped in 1775, and hath ever ſince remained in *ſtatu quo*. The inhabitants of Glaſgow, however, by means of a collateral branch, nearly 3 miles in length, have opened a navigable communication from that city to the Forth, and thus the emporium of the north communicates with both ſides of the iſland.

After the experience of ſeveral years, the navigation by the Carron was found ſo inconvenient, that a new ſubſcription was propoſed, for opening a com-

loading their cargoes at either end, knowing the great advantages thereof to trade; and the convention of the royal boroughs highly approved of their plan. They propoſed alſo, that the expence, which, by Mr. Smeaton's eſtimates was only about 200,000 l. ſhould be defrayed by the public, and with no more toll than what might be requiſite to keep the works in repair; and there was not a doubt but ſuch aids would have been obtained, from the forfeited eſtates, and by lotteries.

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munication from Borrowſtounneſs to join the canal near Falkirk; and in 1784, a bill was obtained in parliament for that purpoſe.

This work, when finiſhed, will affect the Carron navigation, though every poſſible effort hath been made to ſhorten that paſſage. Some years ago, a cut was made near the mouth of the river, to cut off a bend or reach; and, in 1784, the proprietor of the adjoining lands put himſelf to the expence of a ſecond cut, by which the Carron river is now totally avoided. It is a mile in length, and navigable for veſſels of large burden. Had this cut been made at the firſt ſetting out, there would have been no rivalſhip from Borrowſtounneſs; but the whole buſineſs hath been a ſeries of blunders and unneceſſary expence, in which the public ſpirited proprietors are equally involved with thoſe, whoſe ſelfiſh views hath proved ſo detrimental to the whole deſign in all its ſtages. The expenditure, down to 1783, amounts to 212,000l. No dividend hath yet been made, or can be made, until the debts ſhall be diſcharged, when it may be ſuppoſed, that the total expenditure will be increaſed to 220,000l. or 11,000l. per annum, while the tonnage, at a medium of years, doth not amount to 7000l. About 6 miles, and thoſe the moſt difficult in the whole tract, remain to be finiſhed; for which government hath allowed 50,000 l. from the forfeited eſtates. If to theſe ſums we add the Borrowſtounneſs expenditure, and the two ſubſequent cuts at the mouth of the Carron, this canal will coſt 300,000l. or upwards, previous to the firſt dividend; while, at the ſame time, the tonnage is rated ſo high, that veſſels carrying bulky goods, ſometimes prefer the long paſſage by the Pentland Firth.

The dimenſions of this canal, though greatly contracted from the original deſigns, are much ſuperior to any work of the ſame nature in South Britain. The

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Engliſh canals are generally from 3 to 5 feet deep, 20 to 40 feet wide, and the lock-gates from 10 to 12 feet; but they anſwer the purpoſe of inland carriage, from one town to another, for which alone they were deſigned. The depth of the canal, between the Forth and Clyde, is 7 feet; its breadth, at the ſurface, 56 feet; the locks are 75 feet long, and their gates 20 feet wide. It is raiſed from the Carron by 20 locks in a tract of 10 miles, to the amazing height of 155 feet above the medium full ſea mark. At the 20th lock begins the canal of partition, on the ſummit between the eaſt and weſt ſeas, and which canal of partition continues 18 miles on a level, terminating at Hamilton-hill, a mile north-weſt from the Clyde at Glaſgow *. In ſome places, the canal is carried through moſſy ground; in other places, through ſolid rock. In the fourth mile of the canal there are 10 locks, and a fine aqueduct bridge, which croſſes the great road leading from Edinburgh to Glaſgow. The expence of this mile amounted to 18,000l. At Kirkintulloch, the canal is carried over the water of Logie on an aqueduct bridge, whoſe arch is 90 feet broad; which arch was thrown over in 3 different ſtretches, of 30 feet each, having only 30 feet of a center, which was ſhifted on ſmall rollers from one ſtretch to another. Though this was a thing new, and never attempted before with an arch of this ſize; yet the joinings are as fairly equal as any other part

* From this termination of the canal, there is a deſcent to the Clyde of many feet, on which account there can be no junction of theſe waters at an expence leſs than 20,000 or 30,000l. though the diſtance doth not exceed a mile. Should that city recover itſelf from the loſſes ſuſtained by the American war, and the revolt of thoſe provinces, it is probable that this junction may be effected by a new ſubſcription. With a view to this deſirable object, it might be expedient to procure an eſtimate of the expence from Mr. Smeaton during his abode in that country, ſuperintending the main navigation. The depth of the Clyde at Glaſgow, in ſpring tides, is from 6 to 7 feet; and in neap tides, 5 feet.

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of the arch. The whole is thought to be a capital piece of masonry. There are in the whole 18 draw-bridges, and 15 aqueduct bridges of note, besides small ones, and tunnels.

The supplying the canal with water was of itself a very great work. One reservoir is above 24 feet deep, and covers a surface of 50 acres, near Kilsyth. Another, about 7 miles north of Glasgow, consists of 70 acres, and is banked up at the sluice, 22 feet deep.

Upon the whole, this canal, when finished, will be one of the greatest works in Britain, since the time of the Romans. There are 20 locks already finished; the remaining 6 miles will require 19; but the most expensive work will be to carry the canal over Kelvin river, a considerable body of water, which, in wet weather carries all before it. The depth of the Clyde, at Dalmure Burn-Foot, in spring tides, is 15 feet; and, at Dunotter, half a mile below, there are 18 feet.

The proprietors are now more sensible than ever of their error, in not forming a cut of 10 feet water, and proposals have been made to raise the banks, so as to obtain 8 feet; but this, though practicable, would prove an expensive, and possibly, a fruitless attempt. Were we to speculate upon the probable increase of trade, commerce, and wealth in that part of the kingdom 50 years hence, 100,000l. may easily be raised to deepen the canal 2 or 3 feet, being a more effectual improvement than raising the banks; and, with that idea in view, I asked Mr. Smeaton, among other questions, Whether the remaining 6 miles might not be constructed for 9 or 10 feet water? "The banks, said he, can be raised a foot; but you have put another question that requires some consideration to answer with safety." If this depth can be effected, it would certainly be doing posterity an essential service, to put it into execution, though the extra-expence might amount to 20,000l. or 25,000l.

The canal at present, when clean, admits loaded vessels of 70 or 80 tons; when completed, it will navigate

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vigate thoſe of 100, or upwards, built and rigged on a proper conſtruction. Ships paſſing this canal ought to be built on the ſame plan with thoſe employed by the Dutch, Hamburghers, Dantzickers, and other towns on the Baltic; that is, long and flat bottomed with lee-boards. All veſſels or lighters proper for navigating large canals, ſhould be fitted out and rigged with one maſt, either as a ſloop or galliot; having on yards aloft, they can take no wind-hold, ſo that they can eaſily paſs the canal, when a ſquare rigged ſhip could not attempt it, beſides the detriment done to the locks and banks by high rigged veſſels.

There are veſſels at preſent in the London trade, from Leith, that carry 130 tons, drawing only eight feet water, and a ſmall alteration in this model will bring them to ſeven feet; conſequently, when the canal is completed, veſſels of that burden may trade from the Clyde to the Baltic, Holland, and all parts of Great Britain, without unloading at the entrance of the canal, or any impediment whatever, except from occaſional froſts in the winter, and droughts in the ſummer, to which all inland navigations, whether natural or artificial are ſubject.

Canals, unleſs frequently cleaned, are apt to fill up in certain parts, and though the above-mentioned cut was originally ſeven feet, no veſſel drawing above ſix feet and a half can navigate on it, unleſs the practice of ſhipping in ſhallow bar harbours be adopted. As moſt veſſels draw more water in the ſtern than in the bow part of the ſhip, they are trimmed on an even keel, till they have paſſed the ſhallows, and by this method, half a foot water may be gained.

Buſſes, and other unavoidable ſharp-bottomed veſſels belonging to the Clyde, may alſo paſs the canal by means of lighters, the expence of which cannot be great, nor would any additional tonnage be charged.

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Upon the whole, this canal, even in its contracted ſtate, will exceed the moſt ſanguine hopes of the public, in general utility. The diſtance between the entrance into the Clyde and the Forth, is, by the Pentland Firth 600 miles; by the canal, ſcarcely 100. But this diſproportion of diſtance in a ſea voyage is trifling, when compared with the delays, the ſhip-wrecks, the poſitive and caſual expences attending a paſſage by the Hebrides and the Pentland Firth, or even by Land's End, particularly in time of war, when inſurance run from 15 to 20 per cent. while, by means of the inland navigation, it ſeldom exceeds 5 per cent.

Reſpecting the Weſt Highlands; the utility of a ſhort paſſage between that country and the Eaſtern ſeas, need ſcarcely be mentioned. Hitherto the navigation of the Highlands, and the petty traffic of the inhabitants, have not extended beyond the limits of Glaſgow, which was carried on by means of the Clyde; but when the remaining 6 miles ſhall be completed, a new world will open to their view; the ſcene of action will be extended; veſſels of a larger and better conſtruction will be gradually introduced; the natives will not only take and cure all the various fiſhes which frequent their ſeas, but alſo embark upon diſtant voyages, as occaſions may require, for a market. Thoſe people who have hitherto been excluded from foreign intercourſe with mankind, who have been left to prowl amidſt their boiſterous ſhores, at home, will now begin to trade with the various ports of Scotland; with London, Holland, and the Baltic, where the excellency of their herrings will generally command a ready ſale.

The benefits to Glaſgow and its neighbourhood, from the canal in its preſent ſtate, almoſt exceed credibility, of which the annual tonnage to and from that city, of 6 or 7000 *l.* is a ſtrong proof. During the ſcarcity of 1782-83, the quantity of grain conveyed thither from England, Germany, and Dantzic by means of the canal, prevented a real famine,

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famine, and ſaved the lives of thouſands in that populous country. By this communication alſo, the trade between Glaſgow and London, at all times conſiderable, is carried on with great eaſe and facility, much to the ſatisfaction of the parties concerned, in thoſe commercial cities.

The ſame benefits will extend to the populous towns of Paiſly, Greenock, Port Glaſgow, and the whole Weſtern diviſion of Scotland, when this work ſhall be completed. The inhabitants of both ſides of the kingdom, hitherto eſtranged to one another, will drop their local prejudices, and become as they ought to be, one people, trafficking and bartering with each other, for their mutual advantage.

2. *Navigation between the Atlantic and Lochfine.*

TO render the ſouthern navigation ſtill more complete, it will be neceſſary to ſhorten the paſſage from the Atlantic to the Clyde; or, in other words, from the Hebrides and Weſt Highlands, to Glaſgow, Greenock, and other trading towns on that celebrated river. The navigation of the Highlands being greatly lengthened by head lands and other obſtacles, which muſt be carefully avoided, we cannot eſtimate the voyage from Cape Wrath to Glaſgow at leſs than 400 miles, or 800 miles outward and homeward. This is a bold undertaking for little open boats, badly conſtructed, and ſtill worſe provided; and if, to the great diſtance, we conſider the almoſt inceſſant gales, the numerous iſlands, lee-ſhores, rocks, ſands, and currents, attending theſe voyages, we may pronounce them not only long and tedious, but extremely hazardous to the poor natives, whoſe neceſſities compel them to ſuch deſperate attempts. Nor are theſe the only difficulties which they have to encounter in their paſſage to Glaſgow. The wind which favoured their voyage to the Mull of Cantire, becomes, conſequently, adverſe after having

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ing doubled that cape; they muſt then furl the ſail, and ply at the oars, through a heavy ſea, up the Firth of Clyde, ſometimes for ſeveral days, before they can reach the intended port. Having diſpoſed of their ſmall aſſortment of bark, ſkins, wool, and dried fiſh; they have, in their return, to combat the ſame round of difficulties, toil, and danger; the whole trip employing four men, from three to five weeks. This traffic, however inſignificant, is ſuſpended during the winter ſeaſon; the navigation becomes then impracticable for open boats, and the people as hath been already obſerved, are ſhut out from all intercourſe with the ſeats of induſtry, population and affluence. Such is the commerce and navigation of a people inhabiting the richeſt, and moſt improveable ſhores in the Britiſh dominions.

The herring fiſhery, though an object of great importance, not only to that country, but to the Weſt-Indies, and other dependencies abroad, labours under the ſame difficulties in theſe weſtern ſeas. We have obſerved, that the buſſes fitted out from the ports of the Clyde, muſt, in their outward and homeward voyages, ſteer round the Mull of Cantire; and, as all the hopes of the adventurers depend on a ſpeedy fiſhery, and a quick ſale, nothing can prove more diſcouraging to that national ſtaple, than the hazard, the delay, the expence, and the uncertainty of this circumnavigation.

In a dark, tempeſtuous night of January 1782, two buſſes, loaded with herrings, were wrecked, in their homeward paſſage from Loch Broom, on coming round the peninſula of Cantire. Many lives were loſt; and as the crew of every veſſel have generally a concern in the venture, ſeveral families were at once deprived of huſbands, fathers, and property. It would be endleſs to enumerate the many cataſtrophes which befall theſe induſtrious people, in navigating thoſe narrow ſeas, during the winter hurricanes. The melancholy tales of widows and

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and fatherleſs children have too long paſſed unregarded, as matters of trivial moment; and mankind, generally buſied in ſelfiſh purſuits, have never deigned to carry the tidings to a quarter which feels for diſtreſs, and is ever diſpoſed to relieve it.

Another inconvenience attending this navigation remains to be mentioned. It hath already been obſerved, that though the arrival of the herrings be certain, yet the particular lake or bay of their rendezvous remains doubtful, until diſcovered by the fowls which attend the ſhoals. Sometimes the herrings are diſcovered in Lochfine, and other lochs on this ſide of Cantire; at other times, in Loch Broom, or amidſt the Hebride iſlands, on the other ſide. In either caſe, the people of the one ſide muſt ſail round that peninſula, before they can avail themſelves of the fiſhery on the oppoſite ſide, and every boat, however ſmall, muſt make a circuit of more than 100 miles, before ſhe arrives at ſhores which lie parallel to the place from whence ſhe ſet out. Therefore, when all theſe circumſtances are combined, and duly conſidered, the expediency of a ſhorter navigation between the Atlantic and the Clyde, muſt appear obvious to every obſerver. It is a matter not only of national utility, but of moral obligation. It touches the feelings of humanity, and calls loudly for immediate redreſs.

A ſtranger from China, France, or Holland, would imagine that a work of ſuch importance to a commercial nation, preſented difficulties in the execution, which could not be removed at a leſs expence than ſeveral millions ſterling; but, how great would his ſurprize be, when informed, that nature had almoſt completed the buſineſs, leaving only an iſthmus of five miles between the two ſeas; that the ſurface was almoſt level, and that the expence of joining theſe waters upon a large ſcale, would amount to no more than 60,000l!

A notion

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A notion had long prevailed in Scotland, that a cut might be made between Lochfine and the Atlantic, at a village called Tarbet, on the peninſula of Cantire, where the neck of land between thoſe waters is only a mile in length. With a view to examine into the practicability of ſuch a work, I ſailed, many years ago, from Greenock to the Tarbet*; but perceiving that this place did not fully anſwer my expectations, I hired a boat to Loch Gilp, 14 miles northward, where, though till then unnoticed, nature ſeemed to invite the public attention, and by which above 20 miles of the circuitous navigation would be ſaved, more than by a cut at the Tarbet.

Being fully convinced of the great utility of the work, the facility with which it might be completed, and the preference to the propoſed canal at the Tarbet, I ventured to broach the ſubject in public, and to explain the eſſential difference between theſe two ſituations. A ſurvey having ſince been made of both places, by authority, and being favoured with a peruſal of the report, I repaired thither in 1784, and again went over the grounds, with a more than ordinary attention to every object worthy of notice by land and water; from which, as well as former obſervations, I am enabled to communicate the following particulars, moſt of which are omitted in the report.

Loch Gilp Sept. 1784. A ſtorm of wind and rain, affords an opportunity of obſerving the ſecurity of this loch in all kinds of weather. The Glaſgow packet of 18 tons, rides with very little rolling at the diſtance of half a mile on the eaſt ſide of the channel. Wind S. W. good anchoring ground. A ſmall iſland lies about

* Tarbet in the Scottiſh language, ſignifies an iſthmus, or narrow tract of land between two waters. This term is moſt frequent in the Highlands, where in ſome places two or more lakes are nearly united.

a mile

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a mile from the head of the loch, where there is ſafe riding, and from 6 to 8 fathom water. After paſſing that iſland there is deep water to Greenock at the diſtance of above 30 miles, and no hidden rocks or impediments to navigation whatever. * No winds can hurt a veſſel in this loch, providing ſhe hath good anchors and cables, nor have there been any inſtances of veſſels being wrecked here within the memory of man. Any danger to be apprehended is from eaſterly winds. The loch ebbs about half a mile from its head, where it begins to deepen. If a canal ſhall be made at this place, one wind, without any variation, † will carry a veſſel from Cape Wrath to Greenock, Campbeltown, the ſhire of Air, and all the towns on the Clyde, where buſſes are fitted out for the fiſheries. The packet ſails ſometimes from Loch Gilp to Greenock in 6 hours. By the Mull of Cantire, ſhe would take upon an average, a whole week, owing to contrary winds; beſides the dangers and accidents of this navigation from ſtorms, and in time of war from privateers, which ſwarm in that narrow paſs, while the frigate ſtationed in thoſe ſeas, lies ſnug in Belfaſt Loch, Campbeltown Bay, or Loch Ryan.

Having finiſhed my obſervations at Loch Gilp, I ſet out with an intelligent perſon of that neighbourhood for Loch Crinan, on the weſt ſide of the peninſula. "The ground riſes almoſt imperceptibly to the height of 18 feet above the ſea, and the whole is compoſed of the moſt favourable ſoil, neither too hard nor too ſoft. It is properly a level valley,

* In this paſſage there are many ſafe bays and creeks, where veſſels may take ſhelter in bad weather, without going out of their courſe, as eaſt Loch Tarbet, the Kyles of Bute, Loch Nidan, Loch Strevan, Rothſay Harbour, Helle Loch, and Loch Long, all of them having ſufficient water for the largeſt ſhips, the ground clean, and no rocks except at the Tarbet.

† There is a bend at the Kyles of Bute, but ſo very ſhort, that in leſs than an hour a veſſel may get through it by the aſſiſtance of the tide.

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partly plowed and partly in graſs, environed by hills on the north and ſouth. Nearly at the center of the valley a rivulet divides itſelf, by falling into two oppoſite directions; one part runs eaſt into Loch Gilp, and the other part into Loch Crinan on the weſt. This is properly the point of partition. The rivulet is ſupplied by numerous rills from the high grounds on each ſide, a moſt favourable circumſtance for the purpoſes of a canal.

The deſcent on the weſt ſide is more perceptible than the former, and here the mountains approach near to each other, but there is ſufficient room for a canal, and a good public road. Loch Crinan now appears. It is an extenſive body of water, and ebbs half a mile or more from its head.

The views are magnificent, and to a perſon unacquainted with maritime affairs, the bay appears to be land-locked by hills riſing on every ſide; the whole forming a fine natural amphitheatre.

I ſurveyed a creek on the ſouth ſide, ſaid to have water for ſhips of the line, a fine bottom, and to be perfectly ſecured from all winds. Mr. M'Kenzie's report, though not favourable to this loch, is however, to be relied upon, in preference to all other accounts "Loch Crinan being open to the "weſt is not ſufficiently ſheltered for veſſels in the "winter time, nor is it ſafe to ride long in it at "any time of the year. The ground, however, is "clean, and in ſome parts very good; and it may "be convenient on ſome occaſions to run for this "bay, when the wind or tide is contrary, and a veſſel "bound to the northward, cannot get to Carſeg, or "to the ſmall iſlands of Jura, where there is better "ſhelter. The beſt anchorage is between Ilan "Daveyn, and the rock which is always above "water, that lies about a quarter of a mile eaſt-"ward of it. In moderate weather, a ſhip may "ſtop any where northward of Ilan Daveyn, about "two cables length from the iſland."

We

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We ſhall only obſerve further on this head, that the propoſed canal would open a paſſage immediately from the Clyde to the Atlantic, the Hebrides, the whole region of the weſt Highlands, and the great Loch Linnhe; whence, as ſhall be mentioned hereafter, a communication may be opened to Inverneſs, the Murray Firth, and the eaſtern coaſt of the kingdom. It would alſo ſhorten the paſſage from Clyde to the Orkney iſlands, to the early herring fiſheries on the coaſt of Shetland, and all thoſe channels and ſeas which are the great receptacles of herrings, white fiſh, ſeals, and whales.

Thus the cutting 5 or 6 miles would anſwer every valuable purpoſe, in that diviſion of the kingdom, but more particularly to the Highlanders, who by finding themſelves brought nearer, by 100 miles, to Glaſgow, and its communications with other parts of the iſland, would gradually forget the grievances under which they have laboured. A voyage, which frequently takes 3 weeks, would by this eaſy paſſage, be performed in 3 or 4 days, in all ſeaſons of the year, whether in time of war or peace. By cutting off the peninſula of Cantire, the voyage from Glaſgow to the Hebrides would be intirely inland, and thereby ſcreened in a great meaſure from the dreadful tempeſts of the Atlantic.

The expence of a canal of 10 feet water, and 14 locks, is eſtimated by Mr. Watts the engineeer at 48,405l. but as large buſſes, being ſharp bottomed, will require when full loaded, 11 feet, and as it is propoſed to admit veſſels of 120 upon the herring fiſhery, I conceive that 12 feet will be no more than ſufficient for the purpoſes of fiſheries*. But there is another object of very conſiderable importance, though hitherto unnoticed, for which a deep water

* It may be found neceſſary to carry the cut about half a mile along the ſide of Loch Gilp from its head, in order to get at once into deep water, and the ſame plan may be adopted at the Crinan, which will extend the whole to at leaſt 6 miles.

canal

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canal at this place would be eſſentially uſeful. That is, the expedition, facility, and ſecurity by which troops and military baggage would be conveyed between the Highlands and the Clyde, where the troops take ſhipping for the places of their deſtination.

I am happy to hear that the expediency of this navigation is now generally admitted, and that perſons of rank have it ſeriouſly in contemplation. It would be ſtill more pleaſing, were government to undertake the execution thereof, at the public expence. Highways, inland navigations, the forming or repairing of harbours, have, in all ages and countries, Great Britain excepted, been conſidered as public works, and conſequently executed by the public. In this manner, Ireland, France, Denmark and the American ſtates, are at preſent carrying on very extenſive navigations*. England, whoſe revenue far exceeds that of Ireland, Denmark, and

* It appears by the journals of the Iriſh Houſe of Commons, that between the years 1753 and 1767, a ſum amounting to 717,944l. or 47,863l. annually was granted by the Parliament upon inland navigations and collieries, deepening rivers, cleanſing, improving, and building harbours, forming roads, building churches, hoſpitals, bridges, and other public works; beſides the grants and bounties in favour of the linen and other manufactures, to a conſiderable amount annually.

France, however, claims the honour of having nearly completed the greateſt inland navigation in modern times. It was undertaken by Lewis XIV. and the ſtates of Languedoc, to open a communication between the Atlantic and the Mediterranean; the length of the canal between Port de Cette, in the Mediterranean, and Thouloufe is 153 Engliſh miles; beſides a river navigation from Thouloufe to Bourdeaux of more than 100 miles. The whole inland navigation above 250 Engliſh miles, between the ſea ports. The perpendicular height of the point of partition is 639 Engliſh feet, above the Sea Lock. The expence 612,500l. This work is ſtill incomplete on account of ſhoals in the river Garonne, below Tholouſe, which in dry ſeaſons greatly interrupt the veſſels. The remedy by means of a canal is eſtimated at 43,750l.

The canal juſt completed in Denmark, opens a ſhort paſſage from the Britiſh ſea to the Baltic, by which a navigation of ſome hundred miles will be ſaved.

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America united, leaves these great national objects to the local views of traders, and speculators who clog the national commerce with excessive tonnage demands in return for the original expenditure, and annual repairs. Thus the canals in England, works which should be conducted upon the boldest plans, are stinted in every particular, and executed imperfectly, of which various instances could be produced, now too late for any effectual remedy.

England, which for a century or upwards, hath been pretending to raise empires in both hemispheres, and to rule the ocean; whose drains in support of these schemes would cover the road from Land's End to the Pentland Firth, with waggons loaded with silver†, is penurious to an extreme, where she ought to be generous, like a profligate husband who squanders his substance abroad amongst ladies of easy virtue, to whose extravagance and despotic sway, he is completely resigned; while at home, he is both niggardly and unjust.

Every Englishman who hath studied the history of his country, will coincide with this representation of the national policy, since the revolution. And it should be the endeavour of the public, to put matters into a contrary direction. National munificence, extended to national purposes, and particularly commerce, navigation, and fisheries, may be considered as making provision for posterity, besides the immediate benefit flowing therefrom to the present age.

Of

† Several years ago, a calculation was made of the extent of road, which the then national debt of 75,000,000l. would cover, supposing each waggon to contain a quantity of silver sufficient for six horses to draw, and that the waggons should keep close to one another; when it appeared that the national debt, were it realized in silver, would cover the road from London to York, and 20 miles further, being 210 miles. The distance from Land's End

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Of this nature are the objects principally recommended in these sheets; the improvement of the Highlands and the fisheries of that country, to which the proposed canal will be the key-stone.

I apprehend that many persons, some influenced by a disinterested patriotic zeal, and others by less honourable motives, will propose to execute this work by means of a subscription, to be refunded, agreeable to the usual method, by tonnage dues upon such craft as shall navigate the same. To prevent those persons, and the public, from being deceived, it is necessary that the matter be stated in its true light. When a canal is proposed to be executed upon this plan, the parties concerned have at least a strong probability, if not an absolute certainty, of being repaid at the rate of 5 to 7 ½, or 10 per cent. annually. At present, the public funds produce 5 per cent. or upwards, without any trouble whatever; which is equal to 7 ½ per cent. upon a given sum expended in the manner now proposed, supposing that the canal had a *probability* in its favour, of producing that amount. The lowest expence of the proposed canal, 12 feet deep, with 14 locks, will amount to 60,000 l. The tonnage to be raised on that capital to pay 7 ½ per cent, will be 4,500 l. annually, besides repairs, collecting the dues, and contingent expences, which may be stated at 500 l. annually; the whole, 5000 l. We are next to consider whether the tonnage of the canal will afford that annual sum.

The navigation in question is not general, but provincial; calculated chiefly for the benefit of a considerable body of indigent people, who, by means of this canal, and other public assistance, may be brought into the line of action; and, in process of

End to the northern extremity of Scotland, by the shortest road, may be 700 miles, and the expenditures of England in foreign parts, within these last 100 years, amount to 400,000,000 l. At home, during that period, she hath expended upon inland navigation, 01. 0s. 0d.

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time, be able to procure a comfortable ſubſiſtence. Secondly, to facilitate the fiſheries of thoſe diſtricts, by opening a ſhort paſſage for the buſſes to and from the Clyde. Poſſibly 10 or 12 veſſels from that river may alſo uſe this navigation annually, in their voyages to the Baltic, providing that the tonnage ſhall be moderate; but the ſum ariſing from theſe will be ſo trifling, and ſo precarious, that it cannot be brought to account. Were a communication opened between Fort William and Inverneſs, ſome coaſters or traders would alſo navigate this canal, which could not, however, afford much aid to the ſubſcribers, and the proſpect is diſtant. We muſt therefore recur to the former ſtatement reſpecting the number of decked veſſels, which, with every public encouragement, may be engaged in the weſtern fiſheries, Theſe we ſtated at 500, which, at 10l. each, would repay the ſubſcribers, providing that all the buſſes ſubmitted to that exorbitant demand, which is very doubtful. In ſummer, and in apparently moderate weather, through the whole fiſhing ſeaſon, many veſſels, to avoid the tonnage, would prefer the paſſage by the Mull of Cantire; probably one half of the voyages would be thus performed *: if ſo, the ſubſcribers would not receive 4 per cent. ſuppoſing the 10l. to be chearfully paid by the other half, and that this toll or tonnage ſhould not prove a ſtrong diſcouragement to the fiſheries. To hold out allurements for extending that branch, and at the ſame time, to burden it with with an annual tribute of 5000l. would, in effect, defeat the laudable intention of the public. The fiſhing veſſels generally return with half cargoes; frequently with one fourth, and ſometimes in ballaſt.

* Merchants trading to the Baltic have already two channels for carrying on that commerce, viz. the long navigation by the Mull of Cantire, and the ſhort paſſage by the great inland canal. If the proprietors of this latter navigation lower their tonnage, few or no veſſels would go either by the Mull of Cantire, or by the Crinan navigation.

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Theſe facts being fully ſuſtained, any demand beyond 40s. per veſſel annually upon an average, would be oppreſſive and detrimental to the main object. This ſum, and no more, might poſſibly be raiſed by the buſs fleet, or 1000l. annually, ſuppoſing 500 veſſels to be actually engaged in the fiſheries.

It may be argued by the friends of a ſubſcription-navigation, that the ſmall craft would raiſe a large ſum. But this argument ought to have no weight with humane minds. The craft which would navigate that canal are little Highland boats, paſſing to and from the Clyde, with cargoes ſeldom amounting to 20l. each trip; and money is of ſuch value with theſe people, that, to ſave 5s. tonnage, they would riſque the voyage by the Mull of Cantire, though, in ſo doing, many would periſh. The arguments, which have been offered againſt cramping the fiſheries, have double force, when applied to this petty trade; the tonnage upon boats, however ſmall, would alſo protract the improvement of that infant colony.

Were the Highlands in a flouriſhing ſtate, abounding in people and towns, beneficially employed in all the branches depending on the fiſheries, a trifle might be raiſed upon their decked veſſels; but theſe deſirable objects are yet at a diſtance; and much remains to be performed, before it would be ſafe or politic to levy burdens upon theſe indigent people, and their inſignificant traffic.

Upon the whole, the objects of an annual tonnage, inſtead of raiſing 5000l. cannot, with propriety, be calculated to raiſe above 1000l. which, after deducting the annual expenditures upon the canal, in repairs and attendance, leaves only 500l. to the ſubſcribers, being leſs than 1 per cent. upon their capital.

But even this is too much to collect from a branch which already pays conſiderably to government.

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Seas, rivers, and artificial navigations, leading to theſe diſtant people, ſhores, and fiſheries, ought at leaſt to be free. Upon this principle, every propoſal of individuals ſhould be rejected as incompatible with the cauſe of humanity, the general intereſts of the empire, and the ſucceſs of that naval bulwark by which the remaining conſtituent parts may be retained. A draft upon the exchequer of Scotland for 60,000l. payable to Mr. Smeaton, or Mr. Whitworth, engineers, would at once ſettle the matter, and gratify the wiſhes of a whole kingdom.

Navigation between Inverneſs and Fort William.

A THIRD, or northern navigation, of very conſiderable utility, alſo claims the attention of the public. Geographers have uſually deſcribed Scotland under two natural diviſions; the countries lying ſouth of the Forth, and thoſe on the north ſide of that river. Such people, however, who have traverſed the kingdom, muſt have perceived that Nature ſeems to point out three diviſions, the ſouth, the middle, and the north.

Between the ſound of Mull on the weſt, and the Murray Firth on the eaſt ſide of the kingdom, there is a level or chaſm compoſed of land and water, which ſeparates the mountains of the middle diviſion, from thoſe of the north, ſo completely, that, with the aſſiſtance of art, ſhips might paſs between them, from ſea to ſea.

On the weſt ſide of this extenſive valley is the Linnhe-Loch, penetrating from the ſound of Mull, 24 miles * north-eaſt, and ſo capacious, that ſhips of the line have been moored as high as Inverlochy, now known by the name of Fort William or Maryburg.

* The miles in the following calculations, are geographical miles, 60 to a degree; and which make 69½ Engliſh ſtatute miles.

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burg. This fine ſalt-water lake communicates with Loch Creran, Loch Leven, and Loch Eil; all of which are navigable for veſſels of burden, to whom they afford a ſafe retreat, when the violent guſts of wind render the Linnhe navigation hazardous.

The fiſh peculiar to theſe waters are herrings, white fiſh, ſalmon, trout, and phinocs, ſuppoſed to be the young of what the fiſhermen call the great trout, ſome of them weighing 30 pounds. The timber is birch and pine.

The propoſed line of communication from Fort-William to Inverneſs lies in an eaſtern direction, and is 53 miles in length. The firſt branch of which is the river Lochy, iſſuing from the loch of that name, at the diſtance of 7½ miles. It is a conſiderable river, very rapid, and hath a fall of 80 feet. Loch Lochy is a beautiful ſheet of water, 10½ miles long; half a mile broad; 30 fathom where deepeſt, and never freezes. It abounds in ſalmon, trout, and other fiſh peculiar to freſh water lochs: the banks are ſhaded with natural woods.

At the diſtance of a mile on the north ſide of this lake is Loch Arkek, nearly of the ſame dimenſions as the former, and whoſe banks are ſhaded with very extenſive woods of fir.

Keeping due eaſt in the line to Inverneſs, there is a ſpace of 2 miles without any river; the ſoil gravel and earth. This may be called the canal of partition, being the higheſt ground in the whole extent of the valley between the two ſeas, and riſes 22 feet above Loch Oich, to which it is joined on the eaſt. Loch Oich is 4 miles long; a quarter of a mile wide; of ſufficient depth for the purpoſe of navigation, and its ſurface is about 100 miles above high water at neap tides. Its banks, and ſome ſmall iſlands, are beautified with woods. Here is alſo limeſtone ſufficient for the ſupply of the whole country from ſea to ſea, as ſoon as the navigation ſhall be formed.

Near the head of Loch Neviſh, on the weſtern

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ocean, facing the Iſle of Skie, iſſues a rivulet called Joine Water; which, after a ſhort courſe, falls into Loch Quich, 8 miles long; from thence the united waters keep a ſouth-eaſt direction of 12 or 15 miles, when they fall into Loch Garry, 6 miles long; 2 miles further, theſe auxiliary ſtreams reach Loch Oich, from whence a river of the ſame name flows 5 miles eaſtward into Loch Neſs; this river hath a fall of 55 feet, over a gravelly bottom, from 30 to 40 yards wide.

Lochneſs, the glory of the North Highlands*, is 22 miles long; from 1 to 2 miles broad; and from 5 to 140 fathoms deep. This loch hath ſome qualities peculiar to itſelf, ſome few waters excepted; it never freezes; and, in winter, it is covered with a ſteam or ſmoke, proportioned to the ſeverity of the weather. It even ſoftens the rigour of the air in that northern climate, and aſſiſts vegetation, particularly trees, which, on the ſouth ſide, form one continued wood of ſmall birch, aſh, and oak. Its waters are alſo ſalubrious and extremely favourable to longevity. The fiſh are ſalmon, trout, pike, and eels. The ſurrounding woods and mountains of this loch, and through the whole tract which we have been deſcribing, beſides ſmall cattle, ſheep, and goats, are alſo frequented by ſtags, roes, harts, ptarmigans, grous, and black game; likewiſe the ſcarce bird called the capercally, or cock of the wood. The principal waters which ſupply this lake, excluſive of the Oich before-

* There is about 40 miles northward, in the county of Sutherland, a lake called Loch Shin, which winds beautifully, in a courſe of near 20 miles, amongſt hills whoſe declivities to the edge of the loch are generally fringed with wood. The waters of this loch form a conſiderable river, which forces its way in a copious torrent through a glen darkened with over-hanging trees. In one place it forms a mighty caſcade from ſide to ſide, and in rainy weather is heard at a great diſtance. This river, after winding through a romantic country, falls into the Firth of Dornoch, at the Ferry of Inverſhin, about 25 miles from the ſea.

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mentioned, flow from the weſtern coaſt to Loch Clunny, and from thence through a valley of many miles, called Glen Moriſon, where they fall into Loch Neſs, near Fort-Auguſtus *.

From the eaſtern extremity of the lake iſſues the river Neſs, gliding in a copious ſtream through a tract of 8 miles, to Inverneſs, where it falls into Loch Beaulie, a capacious ſalt-water lake, which communicates with the ſea at a narrow ſtrait called Arderſier, guarded by the modern Fort-George. The river Neſs runs upon gravel, 40 to 80 yards wide; its greateſt depth 4 or 5 feet; the declivity of the ſurface 45 feet. The tide flows about 1 mile above the town; but, on account of floods, and other obſtructions, the cheapeſt and moſt effectual navigations would be to make cuts along the ſides of the rivers, which is found to be practicable.

The whole line of communication from the Sound of Mull to Inverneſs, compriſes an extent of 82 miles, and is thus compoſed of land and water, viz.

Linnhe Loch†	24	River Lochy	7
Loch Lochy	10	—— Oich	5
—— Oich	4	—— Neſs	8
—— Neſs	28		
	60		20

Land, from Loch Lochy to Loch Oich, the level 122 feet above high water at neap tides —— —— —— 2

* The garriſon at Fort-Auguſtus are ſupplied with proviſions and ſtores from Inverneſs, by means of a galley of 60 tons, which ornaments this fine ſheet of water.

† Mr. Mackenzie, whom I have followed, makes this loch only 24 miles.

Lakes

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Width of the canal 70 feet; depth 10; Length of the locks 90 feet; width 25.	Lakes	60
	Rivers	20
	Land	2
		82

The navigation ſaved in a voyage from Inverneſs to the Sound of Mull, above	200
Ditto, from Buchanneſs to ditto — —	127
Ditto, to veſſels keeping the outſide of the Orkneys, at ſeaſons when the Pentland Firth cannot be navigated — —	187

Veſſels of 9 feet water might paſs from Inverneſs to Fort-William in 3 days; ſmall craft much ſooner. The voyage by the Pentland Firth is upon an average 2 weeks, ſometimes 2 months.

The objects of this northern navigation are, for the moſt part, ſimilar to thoſe of the ſouth: but as the expence will be nearly in the proportion of three to one, viz the ſouthern canal 60,000 l. the northern ditto 164,000 l. beſides the value of grounds to be purchaſed, I ſhall attempt to ſtate the principal circumſtances relative to the latter, by which the reader will be able to form ſome concluſion upon the propriety or impropriety of the expenditure thereon.

The leading arguments in favour of the ſouthern canal are the improvement of the Weſt Highlands, and their fiſheries. In thoſe reſpects the ſame arguments are applicable to this on the north. If a new road or channel of communication be neceſſary on the ſouth ſide of the Grampian Mountains, another road is alſo neceſſary on the north ſide of that ridge; and nature, as before obſerved, hath done much towards this deſirable work. We have alſo, as auxiliary arguments, mentioned the benefits which the people of the Lowlands, inhabiting the ſouth-weſt parts of the kingdom, would derive from the canal at Crinan. It is ſtill more neceſſary to enforce this ſubject, reſpecting the people inhabiting the north-

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eaſt ſide; who, far removed from the ſeat of government, Edinburgh, Glaſgow, and other commercial marts, lie under the ſame inconveniencies, climate and ſoil excepted, as the Hebrides and weſtern ſhore.

This diſtrict was conſidered of ſuch importance in antient times, as to draw thither the fierce Danes and other warlike people, from the northern hive of Scandinavia; who, as appears from hiſtory, tradition, hieroglyphic pillars, urns, and other monuments, maintained a long and bloody ſtruggle, in the hopes of a final eſtabliſhment; which, however, they could not effect.

Leaving thoſe ages of hoſtility, we ſhall attempt a review of theſe ſhores in their preſent half-improved ſtate.

Inverneſs, capital of the north, a town of great antiquity, and occaſionally the ſeat of kings, ſtands in the centre of a line of coaſt extending above 270 miles in length. The northern ſide reaches to Dungſbyhead, at the eaſt entrance of the Pentland Firth, and from thence to Cape Wrath on the weſt. This diſtrict lies on the north ſide of the propoſed communication with the weſt ſea, and comprehends the counties of Roſs, Sutherland, and Caithneſs, which compoſe the third natural diviſion of the kingdom. It is entirely a Highland country; tho' along the eaſt coaſt the inhabitants ſpeak both languages promiſcouſly. The mountains of the Weſt Highlands generally extend to the ſea, which in many parts they over-hang in a bold magnificence. On the eaſtern ſide, nature hath been more indulgent. The diſtrict around Inverneſs is level and fertile; as alſo the whole coaſt of Roſsſhire to the diſtance of 20 miles from the ſea, producing good crops of wheat, oats, and barley. After paſſing the Firth of Dornoch into Sutherland, the low country diminiſhes in breadth, and at the northern boundary of that county, the mountains

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mountains dip into the ſea. From this paſs, called the Ord of Caithneſs, the hills begin gradually to recede, and here the country is level and very improveable.

The chief produce of this diviſion is grain, cattle, timber of various kinds, white marble and limeſtone. The river Neſs is the great thoroughfare for ſalmon between the ſea and Lochneſs. They are taken in cruives by a ſociety of diſtant monopolizers, who farm the river, at a conſiderable rent annually, to the great prejudice of the natives, who are totally excluded from the benefit of this delicious Heaven-directed food. The waters of the Beaulie are ſtill more valuable. To the fiſh peculiar to inland lakes, as ſalmon, here farmed alſo by monopolizers, are added the various riches of the ocean, particularly a ſmall but well-flavoured ſpecies of herrings, which the inhabitants capture at pleaſure, for home uſe, and ſometimes for manure, being too ſmall for curing. This ſpecies of the herring, ſalmon, and white fiſh, abound upon the whole line of coaſt we have been deſcribing; but though the gentlemen of the north are both patriotic and great improvers, the generality of the peaſants are miſerably poor and wretched.

Were the propoſed line of navigation opened to the great weſtern fiſheries, and to all the Hebride Iſles, a new ſpecies of traffic and commercial intercourſe would immediately ariſe; markets of reciprocal benefit would enliven both ſhores, and give employment to all thoſe who prefer uſeful induſtry to indigence and idleneſs, of whom there are many thouſands in this very remote diſtrict.

Nor is it the Highlands only, that requires the aid of a communication between the two ſeas. Due eaſt from Inverneſs, the Murray Firth waſhes a coaſt of 105 miles to Buchanneſs, the eaſtern extremity of Aberdeenſhire.

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The climate along the banks of the Murray Firth is ſoft, and the ſoil excellent, as appears from the exports of grain to Glaſgow, and the weſt Highlands. This country hath alſo many conſiderable woods, much iron ore, and ſome lead. The ſea is bountiful in white fiſh and ſalmon, particularly the latter, which, being moſtly farmed, are taken at the entrance of the rivers Findhorn, Loſſie, Spey, and Devron, to the value of ſome thouſand pounds annually. Beſides the maritime diſtricts on the Murray Firth, there are ſundry extenſive vallies which penetrate far into the back country, winding beautifully amidſt lofty mountains, to whoſe heathy appearance, the verdant vallies form an agreeable contraſt.

Each valley hath, as uſual, its ſtream of water gliding through the center in numerous meanders; extremely beautiful, and often fringed with woods. The principal vallies are Strath-Spey, Strath-Avon, Strath-Devron, and Strath-Bogie, whoſe numerous inhabitants, aided by the patriotic exertions of the families of Gordon, Fife, Finlater, Grant, Forbes; and, in general, the whole gentry of theſe parts, are emerging from idleneſs, and bid fair, with further encouragement, to become valuable colonies, and uſeful members of the community.

But theſe ſhores and vallies, though thus abounding in people diſpoſed for induſtry; and though amply ſupplied in the produce of land and water, labour under a natural misfortune, which no human efforts can remove. A ridge of hills, called the Grampian Mountains, forms an almoſt impaſſable chain from Loch Lomond to Aberdeen. This, nearly croſſing the kingdom from ſea to ſea, cuts off the northern counties from all inland communications with the ſouth and weſt, during the winter; nor do the narrow ſteep paſſes admit conveyance of goods, even in ſummer.

All mercantile intercourſe, with the weſt and ſouth-

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ſouth-weſt parts of the kingdom, muſt therefore be carried round by the long, the tedious, and the very hazardous navigation of the Pentland Firth; and all veſſels paſſing to and from the herring and white fiſheries of the Hebrides, muſt alſo hazard the ſame navigation; though in winter, the ſeaſon of the large herrings, and moſt proper for curing, this paſſage is almoſt impracticable.

The ſame inconvenience attends the inhabitants of the Weſt Highlands, in procuring from the eaſt coaſt thoſe ſupplies of grain and meal which their native mountains do not afford in ſufficient plenty for half of the inhabitants, and which Ireland ſometimes denies them. Of theſe particulars, I was furniſhed with an affecting narrative by perſons principally engaged in this trade, for the ſupply of the Hebrides, as well as the main land.

Before ſufficient cargoes of grain can be threſhed out, or grinded into meal, the long nights, and almoſt inceſſant ſtorms of the winter, have commenced. In this ſeaſon, the merchant ſends his veſſel from the latitude of Mull, round Cape Wrath; from thence, along the coaſt of the Pentland Firth, amidſt contending elements, jarring currents, and rapid tides, where ſhe ſtruggles to paſs the ſtrait, or to get into ſome creek, where ſhe may elude the impending rocks, and all the dangers of a lee-ſhore, though from ſuch creek, if the wind blows ſtrong from the eaſtern points, ſhe cannot proceed with any degree of ſafety.

After paſſing the rapid ſtrait of 7 miles, between the mainland and the Orkneys, where ſpring tides run at the rate of 7 miles an hour, the veſſel ſees herſelf on the unprotected cold coaſt of Caithneſs, Sutherland, Roſs-ſhire, or the Murray Firth, where; if ſo fortunate as to make the deſtined creek or port, ſhe loads her cargo; and hath again to encounter the ſame train of difficulties in her return. The trip, outward and homeward, frequently employs

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ploys three months; in the mean time, the unhappy people on the weſtern ſhores are reduced to the greateſt diſtreſs.

At length, when the long-wiſhed-for veſſel appears on the coaſt, thoſe perſons who have been able to collect a few ſhillings, flock to the beach; when, to the unſpeakable diſappointment of the merchants and purchaſers, the meal is often ſo heated, by the length of the voyage, that no perſon can remain in the hold above three or four minutes without being ſuffocated. Frequently the meal is damaged by ſalt water, and found in lumps unfit for human uſe; but even in this ſtate, it is eagerly purchaſed by thoſe unhappy people, at a price enhanced by the extra expence of a long voyage. By the propoſed inland communication, the whole trip outward and homeward, would not, at a medium, require above 10 days, between the ſound of Mull and Findhorn, Portſoy, and other towns on the Murray Firth; beſides the ſafety of the veſſels, and the good condition of the cargoes.

Conſidering this voyage in a general view, its benefits will extend more or leſs to the whole ſouthern coaſt of Scotland, to Liverpool, Briſtol, and Ireland. Veſſels trading to the Baltic, and which cannot navigate the ſhallow canal between the Clyde and the Forth, might here find a ſafe paſſage during the greateſt part of the year. The facility of this conveyance to the army is alſo obvious. Here is a chain of modern fortreſſes, viz. Fort George at the eaſt end of the paſs, Fort Auguſtus in the centre, and Fort William on the weſt; which ſerve, particularly in time of war, as barracks and magazines, from whence detachments of the army may be ready to ſail on the ſhorteſt notice. By means of this navigation, therefore, a ſhort, ſafe, and commodious military intercourſe may be kept up between theſe detachments; and alſo between the two ſeas, upon the oppoſite

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ſite ſides of the iſland, which no enemy could annoy or interrupt.

Thus the three above-mentioned canals would open a circumnavigation, within the heart of the kingdom, to the unſpeakable benefit of commerce and the fiſheries. A veſſel ſetting out from Inverneſs to Edinburgh on the eaſt ſide of the Iſland, might return by Glaſgow, the Hebrides, and other parts on the weſt ſide; and ſo, *vice verſa*, as might ſeem moſt beneficial to the parties concerned. Inverneſs, which is well ſituated for commerce, would become the emporium of the north, a centrical port between the Atlantic and the eaſt ſea, ſupplying navigators in ſtores and proviſions, giving employment to the induſtrious, and diffuſing univerſal comfort amongſt a people whoſe patience is completely exhauſted.

This circumnavigation, amounting to about 500 miles, would include almoſt the whole trading part of Scotland: a circumſtance which requires the moſt ſerious attention; and the more ſo, when we conſider with what facility it might be accompliſhed, and the ſmallneſs of the expence, compared to the ſolid and permanent advantages to the Highlands in particular, and to the trade of theſe kingdoms in general, as will appear by the following ſtatement:

Completing 6 miles of the canal between the Forth and Clyde, 7 feet water, by which veſſels of 100 tons, built on a certain conſtruction, would ſave near 500 miles, and elude privateers.	The money already advanced.
Cutting 2 miles of land, and deepening 20 miles of rivers, or rather, by making canals on the ſides of theſe rivers 10 feet deep, between Fort William and Inverneſs, which would ſave near 200 miles.	£. 164,000

Cutting

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Cutting 5 miles between Loch Crinan and Lochfine, 12 feet deep, which would ſave above 100 miles.	60,000
Expence not yet provided for —	£. 224,000

The accumulated loſs ſuſtained by the tedious and hazardous paſſage round the Pentland Firth, in delays, damages at ſea, ſhipwrecks *, captures, extra freight and inſurance, amounts, in one year only, to more than would complete the above works of general utility to commerce and navigation; and if to this we add the great object of relieving the diſtreſſes of 300,000 or 400,000 people; of bringing them forward into the line of action; and of opening new ſources of commerce and wealth within our own iſland, it is matter of aſtoniſhment that theſe works have not been completed long ago.

Expediency of laying the Foundation of Towns in the Weſt Highlands.—Plan of thoſe Towns.—Eſtimates of the Expence.

THE neceſſity of bringing the Highlanders nearer to the Low Countries, by means of inland navigations, hath been ſtated, as the ground work in the propoſed plan of national improvement. The facility by which that buſineſs may be completed hath alſo been explained; and no argument of any weight can be advanced againſt its being carried into execution. A requiſition, founded on humanity, juſtice, and national expediency, cannot have many opponents. Happy would it be was this the only expence neceſſary to extend the fiſheries,

* Numbers of people in the Orkney iſlands get a living by attending the ſhores in ſtormy weather, where they find the timbers, alſo caſks, and other floating parts of the cargoes of veſſels that have been broke to pieces on the rocks.

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and to eſtabliſh in thoſe parts a populous colony of induſtrious ſubjects. In a country where ſoil and climate have been ſo niggardly of their favours, ſome further expenditures are poſitively requiſite. The people ſhould be comfortably lodged, and accommodated with proviſions, firing, ſtores of ſalt, materials and utenſils for the herring and white fiſheries, independent of lairds, ſtewards, or intermediate jobbers. They ſhould enjoy, in the moſt ample manner, and in all poſſible caſes, the freedom and ſpirit of the Britiſh conſtitution. The idea of feudal ariſtocracy, and of feudal ſubordination ſhould be utterly extinguiſhed; and every man, of whatever degree or profeſſion, ſhould be maſter of his own time in all ſeaſons, whether at the height of the harveſt, or the fiſheries, without the interference of any ſuperior whatever. This implies the erection of towns at convenient diſtances, and in the moſt eligible ſituations, on thoſe extenſive ſhores; which towns ſhould be endued with all the privileges of royal boroughs, for the diſtribution of juſtice, as well as the conveniency of the inhabitants in whatever relates to trade, navigation, and fiſheries.

After having ſelected the particular lakes deſtined to become the ſcenes of population and buſineſs, it would be neceſſary to examine into the depth of water, the prevailing directions of the winds, and their effects; alſo the rivulets, woods, metals, ſoil, and whatever may be uſeful or requiſite in the foundation, advancement, and ſucceſs of the town. This previous enquiry into the beſt ſituations on each reſpective lake or bay, being a matter of conſiderable conſequence to the preſent age, as well as poſterity; and alſo to prevent bribery, jobbing, influence, connivance, partiality, or breach of truſt; a committee of diſintereſted perſons, having no con-

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nections in, or with the Highlands, might be appointed by government; and, to prevent miſtakes, the report, when completed, might be laid before parliament for their inſpection, by which means the proprietors of lands in the Highlands, and the public at large, would have a fair opportunity of canvaſſing the buſineſs, of pointing out errors, if any occurred, in the ſelection of the place or places, and where better ſituations might be found.

The report being agreed upon, either in its original ſtate or with amendments, an act of parliament would enable the committee to purchaſe certain lands thus approved of, ſufficient, not only for the erection of the buildings after ſpecified, accommodated with ſmall gardens and fields, but likewiſe for the future increaſe of the towns by individuals, independent of the original proprietors.

Every town would alſo require a territorial revenue of 300 pounds or upwards, for the ſupport of a clergyman, free-ſchool, a ſmall annuity to a reſident ſurgeon, a ſuperintendent of the fiſheries, and ſuch other purpoſes as the parliament ſhould deem expedient during the infancy of ſuch towns.

The price of lands, thus purchaſed, for the various purpoſes of building, accommodating, and endowing every reſpective town, may be eſtimated at 10,000l.

The buildings poſitively neceſſary at the firſt eſtabliſhment of the propoſed towns, are,

1. A key or breaſt for veſſels of 15 feet water or upwards.

2. A range of warehouſes for caſks, ſtaves, hoops, ſalt, nets, ſails, cordage, and other materials for the building of boats and decked veſſels; alſo for ſtoring fiſh, oil, grain, meal, ſkins, wool, flax, hemp, bark, timber, kelp, coals, and other bulky articles. The various apartments in theſe warehouſes

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to be numbered and put under certain regulations *.

3. Sheds for perſons employed in gutting, ſalting, and curing the herrings and white fiſh, and other purpoſes; alſo lofts where thoſe perſons may be ſheltered at night from the inclemency of the weather †. It may occaſionally happen, that the loch or bay,

* In 1776, Mr. Alexander, a merchant of Derry, for the convenience of carrying on the herring fiſhery in Loch Swilly, began to erect a ſet of buildings compoſed of the following denominations, viz. a complete ſalting houſe, conſiſting of a range of houſes for all the operations, divided into four apartments, one of 20 feet by 18 as a ſtore-room for coarſe ſalt, which will contain from 150 to 200 tons; another room of the ſame dimenſions for fine ſalt; a third, the ſame ſize, for receiving the herrings from the boats, and gutting them; and a fourth for a cooper's ſhop. All theſe apartments communicate with a ſecond range, 80 by 18 feet, which is filled with veſſels for ſtriking the herrings, that is, putting them in ſalt 10 or 12 days; and this range communicates with a third, 80 by 14 feet, in which the herrings, being taken from the veſſels above mentioned, are barrelled and finally cured for the ſhipping. Beſides theſe, there is a dwelling houſe for the clerks, and other perſons employed in that buſineſs, of 28 by 14 feet. All the buildings are of ſtone, lime, and ſlate, and proof againſt all weather. The finiſhing houſe contains the boats when not employed, and over it is a loft for the nets. Over the curing houſe is a capacious loft for empty barrels; over the cooper's ſhop are apartments for the workmen; and over the gutting houſe is a hoop ſtore. Theſe buildings coſt 5 or 600l. They are a market where the country people ſell their herrings, and where 100,000 may be lodged for the various operations of gutting, ſalting, and packing. The fiſhing ſeaſon in this loch is from the middle of October to Chriſtmas; the price paid by the merchant to the country boats is 4s. 6d. per 1000 of large herrings, 500 of which fill a barrel. The above-mentioned buildings might ſerve as a model to the propoſed erections in Scotland, for which purpoſe an architect might examine them, and alſo converſe with the proprietor reſpecting any improvements which could be made on the original plan.

† The gutting is performed by women and children, who, for the ſmall pittance of three half-pence per barrel, travel to the fiſheries from all parts of the country, and through all inclemencies of weather, carrying on their backs the infants, the meal, kettle, and other little matters, which the townleſs coaſts do not afford. Their ſituation, while in this employ, during the winter ſeaſon, without proper ſhelter, food and cloathing, reflect diſhonour on the boaſted humanity of Britons.

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where a town is erected, will have no fishery, while the next loch shall be crowded with herrings and vessels. Every town should therefore be furnished with materials for erecting temporary sheds or tents, for the conveniency of persons employed in these fisheries upon shore.

4. A small market-place.

5. A corn mill.

6. A church; also a house, garden, and glebe for the minister, with proper offices.

7. A school-house, where reading, writing, the common rules of arithmetic, and practical navigation may be taught gratis.

8. A house and shop for an apothecary skilled also in surgery.

9. A house for a superintendent of the fisheries.

10. A public inn, with stabling, garden, and other conveniencies.

11. A piece of ground for a common, with the privilege of a stone quarry to the inhabitants, free of all charges or demands whatever.

12. There might possibly be some difficulty in procuring useful mechanics to settle in these remote parts, previous to the regular establishment of fisheries and commercial intercourse. Therefore, to encourage adventurers, as coopers, ship and house carpenters, net makers, blacksmiths, masons, &c. it would be necessary to build 15 or 20 dwelling houses, where these persons might live rent-free; each house to be accommodated with three small inclosures. 1. For a garden and offices. 2. For potatoes. 3. For the support of a cow. The tenure of these houses and fields might be for a given number of years; renewable at the discretion of government, if further indulgence should be thought necessary; and ultimately, upon the full establishment of a town and corporation, to become the property of such town, and to form a branch of its revenue.

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Such indulgencies as theſe, with variety of fiſh at no expence; exemption from taxes and exciſes upon coals, ſalt, &c. liberty to ſell their herrings to veſſels upon the bounty, or others, at their own option; alſo to take, cure, and dry white fiſh, not as ſlaves, but as freemen; with ſmall annual bounties from government, and other particulars formerly ſtated, might contribute to draw thither uſeful workmen and fiſhers from every quarter, and give ſtability to all the valuable purpoſes propoſed by the public.

Conſidering the great plenty of materials for building, in theſe parts, as ſtone, lime, timber, ſlate, and the cheapneſs of workmanſhip; a village thus compoſed of ſmall neat houſes, might be raiſed by contract at no great expence. The whole, including the key or keys, ſtorehouſes, church, &c. might poſſibly be completed for 10,000l.; conſequently the founding of eight commodious ports, with all the conveniencies for extending the weſtern fiſheries, improving a coaſt of 250 miles, beſides the interior part, and three hundred iſlands, would coſt only — — 80,000
Endowing of ditto as ſtated above — 80,000

Expence of eight towns — —	160,000
Ditto of inland navigations for opening ſhort communications with the Highlands and the fiſheries, as ſtated in page 433 —	224,000

Total amount of the original expenditure £.384,000 which would be repaid in a few years by the increaſe of trade, fiſhing, and navigation; beſides opening new markets for Engliſh manufactures, and the increaſe of revenue thereby.

In the firſt progreſs of theſe towns it would be eſſentially neceſſary to have a view to conveniency, health, cleanneſs and neatneſs. I have often obſerved and lamented the inattention to theſe objects in

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in Scotland, where they are made ſubſervient to the private intereſt of individuals, whoſe influence hath too much weight with magiſtracy, ſome of the parties concerned being themſelves magiſtrates, or related by marriage, or conſanguinity, to thoſe in office. To this is owing the medley of ſymmetry and irregularity, of width, and of narrowneſs, which we often perceive in the ſame ſtreet. To this is alſo owing that odious deformity, by ſtairs on the outſide of the buildings; and the permitting avaricious perſons to counteract the intentions of magiſtrates, with the view of extorting a price diſproportioned to the real value of their property. "If you do not, ſays "Gripus, give me 500l. for my ground (intrin-"ſically not worth 200) I will ſuffer the old "thatched houſe, kiln, or barn, to remain in the "middle of your fine new ſtreet, or I will build "upon the ſame." But theſe perſons ſhould be informed, that there is a houſe near Weſtminſter Abbey, which hath a controlling power over the whole iſland, to whom, in the dernier reſort, even the moſt obſtinate extortioner muſt ſubmit with ſhame, and conſiderable expence.

When towns are to be erected upon new foundations, the ſtreets ſhould be of conſiderable width, laid out in ſtraight lines, croſſing each other at right angles. The houſes ſhould be built, as nearly as poſſible, on the ſame model, and of the ſame height. A ſtrict uniformity ſhould alſo be obſerved in the colour of the ſtone, lime and ſlate; in the ſize and adjuſtment of the windows. A variation in any of theſe particulars deſtroys the beauty of the whole. The man therefore, who from want of taſte, from avarice, or ill-natured obſtinacy, remains inexorable to the intreaties of his fellow citizens, ſhould be conſidered as a nuiſance in ſociety, and as ſuch excluded for ever from holding any place of honour or profit, in the town where he reſides.

To prevent ſuch conſequences in the towns pro-

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poſed above, the committee appointed to ſuperintend that buſineſs, ſhould publiſh on copper-plate, the plan of each town, and oblige every builder to ſubmit thereto, under the penalty of forfeiting the premiſes to the town or corporation where treſpaſſes ſhall be committed *. But there are objects of ſtill greater importance, to which the committee, in this ſtage of the buſineſs, ſhould pay particular regard; firſt, the means of inducing ſtrangers to build; and ſecondly, the means whereby theſe ſtrangers and their families may be ſupported through a winter of ſix months continuance, and often longer.

Though it may be neceſſary for the encouragement of the firſt ſettlers in theſe wilds, not only to accommodate them with houſes, but alſo offices, garden-ground and fields, rent free; thoſe who arrive at later periods, having the benefit of ſociety, and of neceſſary ſupplies, cannot expect to be indulged to the ſame extent as the firſt ſettlers; the bountiful aid of government will be gradually withdrawn, but not to ceaſe until at leaſt 200 houſes ſhall be built, which may be conſidered as the ſecond ſtage of the buſineſs. The place will then aſſume the appearance of a town, and port; men will alſo embark in various branches of trade and fiſheries; magiſtrates will be appointed, and a regular policy eſtabliſhed.

For the ſpeedy and effectual accompliſhment of this deſirable event, a portion of ground equal to a quarter of an acre ſhould be given in perpetuity, and without a quit rent, to every perſon, their heirs and executors, who ſhall erect a houſe thereon agreeable to the plan for the regulation of the buildings; provided alſo that the expenditure on each houſe

* From the ſcantineſs of level ground on the Highland ſhores, and the neceſſity of preferring the beſt ſituations for navigation, however improper the coaſt or beach for the purpoſe of building, the regularity and ſymmetry recommended in the erection of towns cannot be put in practice in many parts of the Highlands.

ſhall

ſhall not be under 25l. excluſive of offices, wells, and other conveniences *.

The proſpect of comfortable lodgings, plentiful ſupplies of roots and vegetables, and principally the poſſeſſion of a freehold, increaſing in its value proportioned to the increaſe of trade, and the number of inhabitants, would induce numbers to cooperate with government in raiſing theſe towns, and to proſecute the fiſheries with unwearied perſeverance. A town compoſed of 200 freeholders, beſides labourers and other inferior claſſes of people, would, in the ſituations hereafter mentioned, ſoon become poſſeſſed of decked veſſels, wherries and boats; a place of traffic or market for all the varieties of fiſh peculiar to thoſe ſeas, for oil, kelp, ſalt, coals and timber; for grain, meal, cattle, ſheep, poultry, and other produce of the main land, and the contiguous iſland, where, to ſum up the whole, the inhabitants of the town, and country; the hardy fiſherman, the coaſter, and the merchant, would ſupply and be ſupplied, in the productions of ſea and land.

Speculators, and ſuperficial writers, may propoſe ſchemes for erecting towns upon eaſier terms to the public, and conſequently more flattering to government; but every plan that doth not hold out allurements ſuited to the expence and hazards of the firſt ſettlers, will deceive that public and thoſe adventurers. Such perſons do not take into the account the various circumſtances of ſoil, climate, proviſions, firing, and neighbourhood. The uncertainty of the herrings, and the heavy expences to the traders and fiſhers, whether ſucceſsful or otherwiſe; theſe and other particulars being omitted, through ignorance or deſign, the plauſible ſcheme may amuſe

* In Ireland, where many villages have been erected or re-built within theſe laſt 50 years, the loweſt expence of a cabbin, as it is called, is 25l. they riſe from that to 40l. the coſt of a good farm houſe.

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the public, but like all other quackeries, it will not bear the teſt of cloſe inveſtigation.

The moſt eligible Situations for Towns in the Weſt Highlands.

THE Weſt Highlands being compoſed of a double coaſt, viz. the main land and the Hebride iſlands, the ſituations which can afford the moſt general benefit to both, claim the preference.

All ſenſible, diſintereſted perſons, who are acquainted with thoſe parts, will at once ſee the propriety of chooſing the coaſt of the main land for the ſeat of towns; becauſe, lying in the centre, between an extenſive back country upon the eaſt, and the Hebrides directly in front on the weſt, the benefits of the propoſed line of towns, thus judiciouſly placed, would pervade the whole internal diſtricts of the continent, to the diſtance of 40 or 50 miles; and, in the north Highlands, from ſea to ſea *. By means of theſe towns, the inhabitants of the hills, valleys, and glens, would be drawn from ſlothful inactivity to uſeful induſtry; the farmer would find a ready market for his grain, potatoes, cattle, ſheep, ſkins, wool, tallow, butter, eggs, hemp and flax; the weaver for his cloth; the ſpinſter for her yarn; young perſons for their knitted ſtockings; every art and profeſſion down to the broom maker, would derive immediate benefit from a communication with populous thriving market towns, thus eſtabliſhed along the coaſt; while theſe towns, thus ſupplied with country ware, would in return furniſh the farmer,

* From Inverneſs northward, the main diſtance between the eaſtern and weſtern ſhores doth not exceed 60 miles; but if we take the diſtance between the heads of ſome of the oppoſite lochs, as Loch Broom on the weſt, which is every where navigable, to Dingwall at the head of the Firth of Cromarty, the diſtance is only 24 miles; from Loch Broom to the head of the Firth of Dornoch, 30 miles; and from the head of Calva Bay on the weſt; to ditto, 35 miles.

grazier,

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grazier, mechanic and ſpinſter, with herrings and white fiſh, both freſh and cured. The latter of which would, with potatoes, prove a comfortable ſupport through the winter, when grain and meal often fail, and when ſupplies cannot be procured elſewhere *. The ſame effects would extend to the Hebride iſlands lying in the front of theſe towns, where

* Were the diſtreſſes of thoſe inland parts, for the want of grain during the winter, more generally known, that circumſtance would contribute to enforce the expediency of eſtabliſhing towns and markets on the propoſed plan without delay. The ſmall portion of half-ripened oats and barley which hath been ſecured from the autumnal rains, is immediately threſhed out for the uſe of the family, but chiefly to pay the rents at the then market price, which we ſhall ſtate at 15 ſhillings per boll. When the ſpring arrives, and no grain being left for ſeed, the farmer muſt raiſe money by every poſſible means, to purchaſe that article, ſometimes the individual grain, which he had ſold a few months before, and which was ſtored for the purpoſe of ſelling it to the farmers at an advanced price, proportioned to the ſcarcity of the article, when moſt wanted. His family alſo requires a freſh ſupply, which he buys at the ſame diſadvantage, and is thus kept from year to year, at the ſole mercy of a laird, ſteward, or jobber, for daily ſubſiſtence, at a price which he can ill afford to pay. This is the general ſtate of certain internal diſtricts, in what is called good ſeaſons; but, when the crops fail, through a long continuance of cold or wet weather, which generally happens every third or fourth year, the diſtreſs is beyond deſcription, of which the following circumſtance will convey ſome idea to thoſe who are unacquainted with the ſtate of that country. "In the year ———, ſays a gentleman, who then reſided "in the Highlands, a poor farmer from a diſtant part of the country "appeared at our gate with three ſmall horſes, imploring three bolls "of meal to ſave his family and ſome of his neighbours, who having "exhauſted their ſtock, had collected three guineas to purchaſe "grain or meal, on which errand he was commiſſioned. We "had a few bolls left, but our own people being in the ſame "ſituation with this man, I could afford him no relief, and ad-"viſed him to proceed to Inverneſs, where grain, in ſcarce ſeaſons, "is imported by the merchants. The man went away greatly de-"jected, his horſes were reduced to ſkeletons, and very unfit for "the journey home, under a load. In a few days, this poor man "appeared again, to acquaint me that neither grain nor meal could "be had at Inverneſs, or elſewhere in that country; and that his fa-"mily and neighbours were, by that time, looking out for his re-"turn with the means of their preſervation. The account of the "ſcarcity

where ſcarcity and famine carry off numbers annually. Theſe iſlands, though in general rugged, and incapable of agriculture, have many ſmall, well-inhabited valleys and ſtraths upon their ſhores and lakes. The produce is ſimilar to that of the main land; and alſo their wants. To this range of iſlands, containing 48,000 people, the propoſed towns would give immediate relief, beſides enabling them to extend the fiſheries, for which buſineſs all iſlanders are naturally adapted.

If theſe towns would diffuſe ſuch bleſſings amongſt the remote diſtricts, and iſlands, we may eaſily conceive the ſtill greater benefits to the centrical line and coaſt on which they ſhall be immediately placed. The object is great, humane and politic; immortal fame awaits thoſe in power who ſhall accompliſh it. The ſituations mentioned in the former editions, for the erection of towns, having been generally approved of, by mariners, fiſhers, traders, and natives of all degrees in life; I reſume the ſubject with conſiderable ſatisfaction, and ſhall add ſuch further particulars as may tend to elucidate the ſame to perſons in both kingdoms who are unacquainted with thoſe parts. The nautical information communicated to the public by that able and experienced navigator Mr. Mackenzie, being too expenſive for general ſale,

" ſcarcity at Inverneſs rendered my ſituation more embarraſſing " than before; our own people, and the poor, had a prior claim " to my attention; I poſitively refuſed that relief which muſt " have been given at the expence of others, in the ſame ſituation. " The poor man, having liſtened with impatience, and watery eyes, " to the dreadful words, repreſented in very moving terms, the " feelings and ſituation of his family and neighbours, ſhould he " return empty-handed," ' Give me, ſaid he, one boll, and you ' ſhall have the price of three bolls; here, Sir, are the three guineas, ' I muſt not go back without meal, otherwiſe we muſt all periſh, ' there is no remedy elſewhere.' " Unable to reſiſt the ſimple, " but genuine eloquence of the poor man, I ordered him a boll of " meal, with which, and his money, I deſired he would inſtantly " depart to his family; which order he immediately obeyed in " tranſports of joy and gratitude,"

I ſhall

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I ſhall give his remarks verbatim, in turned commas, relative to the propoſed ſituations, that of Loch Gilp excepted.

1. The firſt town ſhould be at the propoſed canal between Lochfine and the Atlantic, in that diviſion of Argyleſhire called Knapdale.

"* Loch Crinan, being open to the weſt, is not "ſufficiently ſheltered for veſſels in the winter-"time; nor is it ſafe to ride long in it at any "time of the year. The ground, however, is "clean, and in ſome parts very good; and it "may be convenient, on ſome occaſions, to run "for this bay, when the wind or tide is contrary, and "a veſſel bound to the northward cannot get to "Carſeg, or to the ſmall iſlands of Jura, where there "is better ſhelter. The beſt anchorage is between "Ilan-Daveyn, and the rock, which is always above "water, that lies about a quarter of a mile eaſtward "of it. In moderate weather, a ſhip may ſtop any "where northward of Ilan-Daveyn, about two cables "length from the iſland."

This ſituation hath the advantage of a ſoil partly level, and tolerably fertile. Knapdale abounds in black cattle, ſheep, wood, and limeſtone. The cattle are driven to the Low Countries for ſale. The woods on the banks of Lochfine are uſed in forges, and burnt for charcoal on the ſpot, by an Engliſh company for the ſupply of their iron works, and other purpoſes. Eſdale, and other ſmall iſlands on the coaſt, are compoſed of ſlate, or nearly ſo, of which about 3,000,000 are tranſported annually to various parts of Great Britain, Europe, and America.

The tract around the head of Loch Crinan, on the Atlantic ſide of the peninſula, is both fertile and plea-

* Though the above extract was inſerted in the article of canals, it is repeated in this place for the conveniency of the reader. I follow this gentleman alſo, in dimenſions and diſtances, upon the weſt coaſt; where he differs very conſiderably from other authors and charts.

ſant;

ſant; an extenſive plain, from which the ſea hath ſeemingly receded, affords paſture for large herds of black cattle. The riſing grounds on the north and eaſt, aſſiſted by lime and ſea wreck, raiſe crops little inferior to the beſt tracts in the Lowlands.

Whoever viſits the church-yard of Kilmartin will conſider this diſtrict as having been the ſeat of numerous warriors, who are repreſented on the tomb-ſtones, in their armour; but it is affirmed by the inhabitants, that many of the ſtones, with the fineſt effigies and carvings, were brought from Icolmkill, the antient ſepulchre of kings and heroes. Many ſmall caſtles ſtill remain in this diſtrict, moſtly uninhabited, and ſome ruinous.

At the diſtance of 8 miles north-eaſt from Crinan is Loch Awe, an inland lake of great depth; its banks an intermixture of woods and arable ground. Its waters afford a plentiful ſupply of trout and ſalmon to the gentlemen of the neighbourhood.

On the weſt ſide of Knapdale lies the iſland of Jura, ſeparated from the main land by a narrow, but navigable channel, called the ſound of Jura. This iſland is 20 miles in length, from 5 to 7 in breadth, and hath the appearance of one continued mountain, compoſed of rock, and covered with heath. Formerly it contained 1200 inhabitants; but the number hath been lately reduced through famine and migration; yet their ſhores abound in fiſh, and, in 1784, the whole ſound of Jura, with the lakes on the main land, were crowded with herrings, which in a great meaſure were loſt to the inhabitants, from the want of caſks, ſalt, and capital. No herrings were cured, no buſſes appeared. The captures by the boats were laid, every morning, in heaps upon the beach, waiting for purchaſers. The country people flocked thither from all parts, ſome as far as Crief in Perthſhire, at the diſtance of 80 miles. Theſe poor people travelled night and day with little reſt or ſleep. Some had ſmall horſes with a hamper on each ſide; others, in more opulent circumſtances, were furniſhed with little

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little carts. At length, when the country was supplied, the fishery ceased, though the herrings had not left the coast. Some persons proposed to cart the herrings across the isthmus to Lochfine, from whence they could be conveyed by water to Greenock. Had there been a town or village in this district, with necessary materials for taking, salting, and packing, it is probable that 50,000l. might have been realized in a few weeks. This loss is the more to be regretted, as the herrings seldom fall upon that south coast in such quantities, as appeared between June and October *.

In all probability the same shoal, or a detachment from it, made a voyage to the Mull of Cantire, which having doubled, they crowded northward by the Firth of Clyde, and from thence entered Lochfine, where 500 vessels might have been loaded in a few weeks. Here the country people found encouragement for their industry, by means of the water communication from this loch to Greenock, Paisley, and Glasgow.

Lochfine, the largest of all the Scottish lakes, and often the resort of the herrings, when the waters with which it communicates are forsaken, merits a particular description.

The length of this lake from Skipnish Point northward, besides the windings, is 30 miles; its breadth from 1 to 7; but, if taken in its largest sense, from Campbeltown, it will be found to measure 54 miles. Its depth is still more extraordinary, being from 10 to 92 fathoms. The herrings sometimes croud in shoals to the very head of it, pursued by the larger fish, and attended by gulls and other voracious sea fowls, who skim incessantly upon the surface of the water, where booty can be had to reward their labour. White fish are so plentiful, that large haddocks

* Except the mackarel, nothing can exceed the brilliancy of the herring immediately after they are taken. At this time they afford delicious eating after being nitched and broiled; and their flesh is perfectly white.

are

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are ſold at Inverary for 6d. per dozen; ſmall cod, at nearly the ſame price; turbot, ſkate, and whitings, almoſt for nothing. Thoſe however, who carry their freſh fiſh to Greenock, get a good price.

The great depth of water affords ample ſcope for thoſe monſtrous fiſh, the whales; two of whom, attended with leſſer fiſh of that ſpecies, and alſo thouſands of ſea-gulls, frequented this loch during great part of the winter 1784; brought thither, probably, by the before mentioned ſhoal of herrings, and from whoſe long ſojourning in that narrow water, the inhabitants prognoſticated a good fiſhery during the following ſeaſon. The whales were of the largeſt ſize, and the ſmaller fiſh, poſſibly grampuſſes, above 20 feet long. It is by the movements of theſe fiſh, and the birds, that the country boats know where to ſet their nets in the fiſhing ſeaſon. Such are the natural advantages of the propoſed paſs between the trading, and the uncultivated diviſions of the kingdom. Having Lochfine on the eaſt, and the ocean on the weſt, it enjoys every poſſible advantage for the fiſheries. Situated amidſt the ſhoals of herrings which occaſionally viſit that lake, and the Firth of Clyde, the inhabitants, completely furniſhed with boats, and decked veſſels, ſalt and caſks, would be ready on the firſt approach of the fiſh, and in all kinds of weather, to ſink their nets, and even to attempt the floating fiſhery; thereby gaining, almoſt at their doors, the means of commerce and wealth. Or ſhould the herrings appear on the weſt ſide of the peninſula, the people, by means of the canal *, would ſoon arrive at the fortunate lake or bay. Their

* I have not been able to form a poſitive concluſion reſpecting the comparative natural advantages and diſadvantages of the two oppoſite bays at the extremities of this paſs, for the purpoſe of eſtabliſhing the propoſed town or market; I ſhall only therefore ſtate a few remarks which ſeem to give Loch Gilp the preference.

Around

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Their local ſituation and ſuperior opulence would alſo enable them to embark in the white fiſheries with boats and veſſels, better manned and provided than thoſe which the indigent natives uſe at preſent. This place would likewiſe become the great reſort and thoroughfare of mankind, a centrical mart to which the Highlanders from all the northern parts of the main land, and the numerous iſlands facing that coaſt, would bring the produce of their country and ſeas, as to a ready market; or ſhould that fail, they would find themſelves within two tides of Greenock upon the Clyde, of itſelf a conſiderable mercantile town, but ſtill more important from its being the chief port of Glaſgow, a city well known in the commercial world. On the other hand, the people of the Lowlands would reſort to this Highland mart, to ſell or barter their various manufactures; and even the Engliſh riders, who in all ſeaſons, and in all kinds of weather, pay their reſpects to every town in Scotland, would find their way to the banks of Lochfine, with their ſamples from London, Coventry, Birmingham, Mancheſter, Sheffield, Leeds, Wakefield, Kendal, and other induſtrious towns of that induſtrious kingdom*.

Upon

Around this bay the ſoil is good, and the communication with the Clyde eaſy and expeditious, without the trouble of navigating the canal. Loch Gilp is likewiſe a ſtage on the main road from Inverary to Campbeltown, and Ireland. A road is alſo forming, at the expence of the gentlemen of the county, from this place to Oban, and the whole north-weſt coaſt of Argyleſhire.

* Thirty of theſe riders are ſometimes in Glaſgow at the ſame time. They live well at the inns, where they ſpend freely, and treat their cuſtomers like gentlemen. They have often reaſon to complain of the ſcarcity of caſh, and the poverty of the people. Were the meaſures recommended in theſe ſheets completely adopted, and vigorouſly proſecuted, theſe complaints would ceaſe. The Engliſh traders, inſtead of hundreds, would take thouſands, and better paid. Many traders are their own riders. They behold, with their own eyes, the integrity of their cuſtomers, and the difficulty which theſe people find in attempting to

 diſcharge

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Upon the whole, this opening or paſs to the *terra incognita* of the Britiſh dominions, accommodated alſo with a place of general traffic, would be the key to thoſe numerous ſhores, lakes and iſlands, whoſe hoſpitable and virtuous natives have been left to the mercy of boiſterous elements and unpropitious ſeaſons, to languiſh and to periſh through neglect, famine and deſpair. This therefore becomes the firſt object of attention in the improvement of theſe weſtern coaſts; the ground-work of the whole arrangement, worthy the immediate attention of the legiſlature, and calling ſtrongly upon the feelings of every liberal humane mind in both kingdoms.

2. OBAN. The diſtrict lying north of this place is called Nether and Mid-Lorn. It is almoſt environed with water, viz. The ocean on the weſt, Loch Etive on the north, and Lochfine on the eaſt. The coaſt is every where indented with ſounds, lochs, bays and creeks, as Loch Craigniſh, abounding in ſmall iſlands; Loch Melfort, Loch Fechan, the ſound of Kerrera, Oban bay, and the beautiful Loch Etive; whereon ſtands the antient royal caſtle of Dunſtaffnage. On the banks of theſe waters are many tracts of good arable ground, and much wood. The coaſt is almoſt covered with inhabited ſmall iſlands, as Scarba, Lung, Torſa, Eſdale, Seil, and Kerrera. Thoſe iſlands, and ſome part of the oppoſite coaſt, afford inexhauſtible quarries of excellent ſlate. Some of them, aſſiſted by limeſtone and ſea-wreck, produce good crops; but neither the moſt

diſcharge a moiety of their debts. This, the Engliſh trader laments, while, from his confidence in the people, he ſolicits freſh orders. "I would ſooner," ſays he, "trade with my Scotch "friends to the extent of three thouſand pounds annually, than "with America or the Weſt Indies, for double that ſum. Here "my money is generally ſafe, my cuſtomers are within the reach "of an annual journey; if they cannot diſcharge the old ſcore, "they do as far as their abilities enable them. If they were in "better circumſtances, my claims would be better paid."

fertile

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fertile tracts, nor the moſt favourable ſeaſons in the Highlands, furniſh ſufficient ſupplies of grain for the inhabitants.

The coaſt of Lorn, hitherto unfrequented by travellers, is now laid open by means of a road generouſly carrying on at the expence of the country gentlemen.

This medley of land and water, of heathy mountains, naked rocks, and ſloping fields; of little iſlands, bays, creeks, head-lands, and narrow channels, overlooked by the lofty mountains of Jura and Mull, * riſing majeſtically from the Weſtern Ocean, forms a landſcape too complicated for proſe deſcription, but which may furniſh the bard of ſome future period, with rich materials for the flights of his imagination †.

Towards

* The lofty mountains of Jura riſe in the form of a ſugar-loaf, and are called the paps of Jura. The higheſt is nearly 3000 feet, and commands a moſt extenſive proſpect of the Hebrides, the north of Ireland, and the firth of Clyde. The people of this iſland are remarkable for longevity, and are ſubject to few diſtempers, except thoſe which ariſe from want of nouriſhment.

† In this diviſion is the gulph or whirlpool of Corryvrekan, which is thus deſcribed by Mr. Mackenzie:—"Corryvrekan is a violent breaking ſea and whirlpool, formed between the iſlands Jura and Scarba, which will waſh over any ſhip's deck, and be apt to ſink her if the hatches are open. The whirlpool is occaſioned chiefly by an exceſſive rapid tide, which runs over a high ſteep rock, which lies on the north ſide of the ſound, near the weſt point of Scarba. The rock tapers almoſt to a point at the top; over which the leaſt water found was 16 fathoms: about 25 fathoms from it, on the eaſt and weſt ſides, the water is 36 fathoms deep; and 50 fathoms from it, the depth is 47 and 50 fathoms; 50 fathoms from it, north-weſt, the water is 83 fathoms deep; and 200 fathoms from it, ſouth-weſt, the depth is 91 fathoms; ſo that this rock muſt be near 100 fathoms perpendicular, and its top 16 fathoms below the ſurface of the ſea. At this rock the ſtream is ſo exceſſively rapid, and the ſea ſwells and breaks ſo violently, even in the calmeſt weather, that it is impoſſible to meaſure the greateſt celerity of the ſtream; but it does not ſeem to be leſs than 12 or 14 miles an hour. The principal ſtream of flood enters this ſound from the eaſtward, and runs out towards the north weſt, forming an eddy about 2 miles long on the weſt end of Scarba. During

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Towards the northern extremity of Mid Lorn, is the beautiful ſound of Kerrera, and Oban bay, deſtined by nature for a place of trade. " In the " ſound of Kerrera, by ſome called the Horſe-ſhoe, " from a ſmall creek in Kerrera, which is ſo named " there, is very good anchorage for ſhips and veſ- " ſels of any ſize; and it is a convenient place for " veſſels that are bound either northward or ſouth- " ward. The beſt parts to ride in are in the bay of

the time that the ſtream of flood runs weſtward through the middle of this ſound, there is a counter ſtream that runs eaſtward, cloſe along the ſhore of Scarba; and at a ſmall point of that iſland, oppoſite to the whirlpools, is reflected ſouthward toward them; and by its oblique direction, contributes to increaſe their egration, and the rage of the waves. This counter-ſtream ſeemed to run about 5 or 6 miles an hour; for a boat with 6 oars, in a calm day, could not ſtem it. The ſea here continues to break, during ebb-tide, as well as with flood, but not ſo violently as with the flood. The ſea rages, and forms itſelf into whirlpools on the Jura ſide of the ſound likewiſe, both with ebb and flood; but the waves do not ſwell to ſuch a height as in the part called the *gulph*, on the Scarba-ſide. During ſlack-water, which continues about half an hour with ſpring tide, and a whole hour with neap tide, the ſea in this ſound is as ſmooth as in other neighbouring parts. The ſtream of flood and ebb ſets in on the Jura ſide, half an hour ſooner than on the Scarba ſide.

If a veſſel happens to be becalmed near the eaſt entry of this ſound, with flood and ſpring tide, if there is not a briſk breeze of wind, it will be in vain to get paſt Corryvrekan, either by ſailing or towing: the moſt prudent way ſeems to be, to ſecure the hatches, and every thing that is looſe on deck, and to endeavour by the ſails and helm, to ſteer the veſſel right through the middle of the ſound, ſo as the tide may carry her between the moſt violent breakers, which lie on each ſide. If the tide ſhall happen to carry her very near the Jura ſide, it will be beſt not to attempt to get clear of it altogether, but to keep ſo near to it as that the tide may carry her between the eaſtmoſt ſmall iſland and Jura; by which means, if the wind is any thing favourable, ſhe may be brought into a ſmall bay in Jura, oppoſite to the little iſland, where ſhe may ride on clean ground, and pretty well ſheltered, till the tide becomes favourable. To avoid being carried through Corryvrekan, when coming from the ſouth with flood-tide, keep near Kilantra iſland, and then a moderate breeze of wind will be ſufficient to carry the veſſel paſt the ſound of Scarba: or the tide alone will do it, except when it is about an hour before high water.

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" Oban; and oppoſite to Oban, near Kerrera; and
" between the ferry houſe of Kerrera and Ardna-
" chroik, neareſt the latter, on 8 or 10 fathoms,
" without going within the bay, for it ſhallows faſt
" near that ſhore."

Oban bay is defended from weſterly and ſoutherly winds by the iſle of Kerrera, which, at a ſmall diſtance, ſtretches directly acroſs it; on the eaſt it is completely ſheltered by the high lands of the continent. It is however open to north-weſt winds, which ſometimes force in heavy ſeas by a narrow channel at the termination of Kerrera. Oban Bay hath from 11 to 26 fathoms water; a depth ſomewhat inconvenient for ſuch veſſels as reſort thither. * Oban lies in the tract of fiſhing veſſels and coaſters paſſing to and from the North Highlands; and being ſituated near the entrance of the great Loch Linnhe, it may be conſidered as the weſtern port of the propoſed navigation between the Atlantic and Inverneſs. It lies alſo at the ſouth entrance of the ſound of Mull, a capacious channel, which ſeparates that great iſland from the continent. The iſlands on the ſouth, to which Oban is the port, have already been mentioned.

In front and on the north are Kerrera, Liſmore, and Mull. Kerrera is a pleaſant improveable iſland, 3 miles in length. Liſmore is above 7 miles in length; and being compoſed of limeſtone, is conſidered as the granary of that coaſt. Mull is 25 miles in length, and in ſome parts nearly the ſame in breadth. It is in general a rugged barren country, incapable of ſupplying its inhabitants in grain, for which it chiefly depends upon the port of Oban, as doth the whole coaſt and iſlands of this diſtrict, Liſmore excepted.

Some years ago, the convenient ſituation of Oban

* Which afforded ample ſcope for two young whales, who in Auguſt 1784, followed the herrings into this bay and remained ſeveral days, playing upon the ſurface.

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for the relief of the people, and the various purpoſes of navigation, commerce and fiſheries, being repreſented to government, a cuſtom-houſe was built at the head of the bay, but neither key, wharf, nor ſtorehouſe. The want of a key was found ſo very inconvenient, that the collector and comptroller of the place, expended out of their pitiful ſalary, about 20l. in running out a little dike, to which a ſmall veſſel may lay her ſide, and this is the port of Oban. The town conſiſts of two or three ſlated houſes, viz. the cuſtom-houſe, and the inn; alſo a few huts built in the Highland ſtyle.

Fortunately the pariſh church is within 4 miles; a ſhort ſtep for a Sunday mornings exerciſe, compared to 20 miles, the medium diſtance inother parts.

Two merchants reſide at Oban, the landlord of the inn and his brother; who jointly carry on the whole trade of the place. They ſupply the continent and iſlands with meal from the eaſt coaſt, by the Pentland firth; and with other neceſſaries, from Glaſgow, by the mull of Cantire. They have alſo a concern in the remaining herring buſs fiſhery beforementioned; and here I ſaw the crew of a veſſel go through a cloſe examination reſpecting their age, reſidence, &c. at the cuſtom-houſe, on their clearing out for Loch Broom. They were in general ſhort, but ſtout young men, and ſeemed to be in good ſpirits; they loved Rodney with all their hearts, and did not fear the Monſieurs and the Dons; no, nor the Mynheers neither, ſhould they all three come athwart the Britiſh line.

3. Loch Sunart. Northward of Oban lies Loch Etive, a narrow inlet of conſiderable length; Loch Crerin, and the Linnhe Loch, whoſe waters almoſt environ Upper Lorn, a country abounding in picturesque views.

On the north ſide of the Linnhe Loch is the laſt diſtrict of Argyleſhire, called Morven *, environed

* The native country of Fingal, the Caledonian monarch, of whoſe exploits the Highlands abound in traditionary ſongs, and wonderful ſtories.

alſo

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alſo by water; and on the weſt lies the main length of the iſland of Mull, ſeparated from the continent by the ſound of Mull, a noble and ſafe channel, 11 miles in length, ½ to 1½ in breadth, and accommodated with ſeveral excellent bays, particularly Tobirmoire bay, an extenſive circuitous baſon, on the Mull ſide, where in 1588, the Florida, one of the largeſt ſhips of the Spaniſh armada, was blown up by Mr. Smollet of Dumbarton. Several attempts have been made to recover the ſuppoſed treaſure on board, though at the depth of 60 feet. Pieces of gold and ſilver, beads, pins, toys, and ſome fine braſs cannon, have been recovered, but not ſufficient to defray the expence.

At the north entrance of the ſound of Mull, on the continent, is Loch Sunart, "a long arm of the "ſea, reſembling a river, and very little ſtream of "tide in it. It is quite well ſheltered, the ground "almoſt all of it clean and good, and capable of "ſeveral hundred ſail of the largeſt ſhips. The "greateſt inconveniency of this harbour is, the nar-"rowneſs of the entrance, which is little more than "a cable's length wide in the beſt channel. Small "veſſels, to ride in a conſiderable depth, muſt lay "one anchor on ſhore, except at the head of the "loch; but large ſhips may anchor almoſt any "where above a cable's length from the ſhore.

"Kyleſnacon, on the ſouth ſide of the iſland Oro-"ſay, is an extraordinary good place to ride in, "being well ſheltered, the ground good, and the "depth ſufficient for any ſhips. The bight on the "eaſt ſide of this iſland is alſo good anchorage, "about a cable's length from the ſhore.

"Between the two largeſt iſlands off Camiſeen, "there is good anchorage on 7 or 8 fathoms water. "Alſo on the weſt ſide of the point and iſland, ſouth-"eaſtward of Camiſeen."

Loch Sunart penetrates above 12 miles into the

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country of Morven; abounds in ſmall iſles, and is navigable for large ſhips the whole way.

Its ſituation, at the north entrance of the ſound of Mull, facing Tobirmoire bay, points out the utility of an eſtabliſhment at this place, which would enliven an extenſive diſtrict on the continent, and the northern part of Mull. The diviſion of Morven, called Ardnamurchan, is in general a level corn country, and very populous. That excellent, but unfortunate gentleman, Sir William Murray, perceiving the abundance of lead ore upon the banks of Loch Sunart, began and completed the expenſive operations of mining, in which ſome hundred people have been employed at Strontian. But the glory of Loch Sunart is its woody banks, occupying a ſurface of 10,000 acres, and affording a never-failing ſource of wealth to the proprietors.

4. Loch Urn. The northern extremity of the ſound of Mull is formed by the point or cape of Ardnamurchan, the moſt weſterly land of the continent; and here leaving Argyleſhire *, and the Campbells, Macleans, and Macneils, we enter Inverneſsſhire, the reſidence of the Macdonalds, Macleods, Camerons and Fraziers. This ſhire, with Roſs and Sunderland, extends from ſea to ſea, thereby enjoying a double fiſhery, of which the weſt coaſt is the moſt conſiderable.

After doubling Ardnamurchan, the firſt inlet is called Loch Moydart, which receives the waters of Loch Shiell, a narrow inland lake, which ſtretches in the direction of Fort William, but its communication with Loch Moydart is not navigable, and nature hath formed a barrier againſt any paſſage by this channel from Fort William and the weſt ſea. Paſſing Loch Hallyort, Loch Morrer, Loch Neviſh,

* The length of Argyleſhire from the point of Ardnamurchan to the Mull of Cantire is 114 miles; the medium breadth from 30 to 40 miles, except the peninſula of Cantire, which is from 5 to 9 miles. To this great extent of territory may be added Illa, Jura, Mull, Tirey, Coll, and a number of leſſer iſlands.

and

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and various bays of inferior dimenſions, we arrive at Loch Urn " in Glenelk, a large well-ſheltered arm " of the ſea, of eaſy acceſs, the ground good, and " capable of receiving a numerous fleet of the largeſt " ſhips. They may anchor any where from Raſer to " Bariſdale, only avoiding a ſpring-tide rock on the " north ſide, which is a little eaſtward of Arniſdale.

" Small veſſels may ride in a moderate depth in " the bay of Arniſdale, between the rock off the " eaſt point and the ſhore, on 9 or 10 fathom water. " Oppoſite this loch is Lochindaal, a ſmall bay in " Sky, where ſhips of any burden may ride ſafe, par- " ticularly on the ſouth-weſt ſide, under ſhelter of " the peninſula. Go not further up this bay."

The advantages to navigation from two oppoſite bays, one on the continent, 5 miles in length, and the other on an iſland, need not be enumerated, and this circumſtance, as well as the excellency of Loch Urn for ſhipping and the herring fiſheries, gives it a preferable claim to become the mart of this double coaſt.

The back country falls off in natural produce, as doth the whole coaſt from Argyleſhire to the Pentland Firth; but the ſea hath made ample amends. Where corn fails, fiſh abound. The ſhoals of herrings appear upon the more fertile coaſt of Argyleſhire once in an age; but along the ſterile ſhores of the north, they crowd to the furtheſt extremity of the lochs, unleſs when the north-eaſt winds keep them out at ſea. Of theſe ſhoals, Loch Urn hath occaſionally a good ſhare *.

Oppoſite

* Mr. Pennant thus deſcribes Loch Urn, which curioſity led him to explore in a boat.—After a ſtruggle of 3 or 4 miles, with wind and tide adverſe, we put into Loch Urn, on the Inverneſs coaſt, and anchored near a little iſle on the ſouth ſide, 4 miles within the mouth land on the north ſide, 3 miles diſtant from our ſhip, and viſited Mr. Macleod, of Arniſdale. I ſhall never forget the hoſpitality of the houſe: before I could utter a denial, three glaſſes of rum, cordialized with jelly of bilberries, were poured into me by the irreſiſtible hand of good madam Macleod. Meſſrs. Lightfoot

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Oppoſite this Loch, at the diſtance of 9 miles, is the iſle of Sky, 54 miles in length, equal in dimenſions to Cheſhire, and containing 15,000 inhabitants.

Though the iſland is, upon the whole, one continued maſs of heath and mountains, it exports 3 or 4000 black cattle annually, and hath ſome ſpots of fertility, particularly the diſtrict of Strath, which lies contiguous to Loch Urn. To this great iſland therefore the propoſed market town will be eſſentially beneficial, as well as to the leſſer iſlands of Canay, Rum, Scalpa, Raſay and Rona. Loch Urn is alſo in the neighbourhood of Bernera, the uſual paſs between the continent and Sky, furniſhed with barracks ſufficient to lodge 200 men, and from

Lightfoot and Stuart ſallied out in high ſpirits to botaniſe; I deſcended to my boat, to make the voyage of the lake.

Steer ſouth-eaſt. After a ſmall ſpace the water widens into a large bay, bending to the ſouth, which bears the name of Barriſdale; turn ſuddenly to the eaſt, and paſs through a very narrow ſtrait, with ſeveral little iſles on the outſide, the water of a great depth, and the tide violent. For 4 miles before us the loch was ſtraight, but of an oval form, then ſuddenly contracts a ſecond time. Beyond that was another reach, and an inſtaneous and agreeable view of a great fleet of buſſes (Auguſt 6) and all the buſy apparatus of the herring fiſhery; an unexpected ſight at the diſtance of thirteen miles from the ſea. A little further the loch has a very narrow inlet to a third reach, this ſtrait is ſo ſhallow as to be fordable at the ebb of ſpring tides; yet has within, the depth of ten and ſeventeen fathom: the length is about a mile; the breadth a quarter. About ſeven years ago it was ſo filled with herrings, that had crowded in, that the boats could not force their way, and thouſands lay dead on the ebb.

The ſcenery that ſurrounds the whole of this lake, has an alpine wildneſs and magnificence, the hills of an enormous height, and for the moſt part cloathed with extenſive foreſts of oak and birch, often to the very ſummits. In many places are extenſive tracts of open ſpace, verdant, and only varied with a few trees ſcattered over them: amidſt the thickeſt woods aſpire vaſt grey rocks, a noble contraſt! nor are the lofty headlands a leſs embelliſhment; for through the trees that wave on their ſummit, is an awful ſight of ſky, and ſpiring ſummits of vaſt mountains.

On the ſouth ſide, or the country of Knodyart, are vaſt numbers of pines, ſcattered among the other trees, and multitudes of young ones ſpringing up.

whence

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whence there are military roads to Inverneſs, Edinburgh, and Glaſgow *.

3. GARELOCH. From the north end of Mull in latitude 56-50, to Cape Wrath, in latitude 58-44, the Long Iſland lies parallel to the continent, at the diſtance of 25 to 60 miles weſtward. The intervening channel is divided into two parts by the iſle of Sky, which ſtretches acroſs in a north-weſt direction, till it reaches within 17 miles of the Long Iſland. This channel, where contracted, is called the *Minch*, and is the great thoroughfare of European ſhipping to and from the north ſeas. Through this paſs alſo, the ſhoals of herrings proceed in their ſouthern migration, often filling the lochs of both iſlands, though of little uſe to the inhabitants, from the want of ſalt and other neceſſaries.

On the eaſt ſide of Sky, indulgent nature hath alſo left a channel between that iſland and the continent, of ſufficient depth for ſhips of any burden, but chiefly navigated by herring buſſes and ſmall craft. It commences at the mouth of Loch Urn, is 10 miles

* The miſerable ſtate of the people in this neighbourhood, as repreſented by doctor Johnſon, affords an unanſwerable argument in favour of the propoſed town. Here the doctor experienced the hard fate of all travellers who are under the neceſſity of putting up at the inns of theſe neglected regions. Having travelled from Fort Auguſtus through an almoſt uninhabited tract of near 50 miles, he was told at Glenelg, that on the ſea ſide he would come to a houſe of lime, ſlate, and glaſs. This image of magnificence raiſed his expectations; at laſt he arrived at the inn weary and peeviſh, and began to enquire for proviſions and beds. Of the proviſions the negative bill of fare was very copious. Here was no meat, no milk, no bread, no eggs, no wine. He did not expreſs much ſatisfaction. Here, however, he was to ſtay. A new diſappointment awaited him. He goes to examine his lodging. Out of one of the beds, on which he was to repoſe himſelf, ſtarted up, at his entrance, a man black as a cyclops from the forge. Sleep, however, was neceſſary. A faithful guide from Inverneſs at laſt found ſome hay, which the inn could not ſupply. He directed the Highlander to bring a bundle of it into the room, and ſlept upon it in his riding coat. Mr. Boſwell being more delicate, laid himſelf ſheets, with hay over and under him, and lay in linen like a gentleman.

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in length, and in one place a quarter of a mile only in breadth, where droves of horſes and black cattle are ſwam over from Sky to the continent for ſale. The horſes are puſhed off a rock into the ſea, and conducted over, 4 at a time, by a little boat and two men, having a pair of horſes on each ſide, held with halters. The black cattle are ſwam over in droves from 6 to 10 or 12 at a time, tied with ropes faſtened from the horn of one to its tail, and ſo to the next; the firſt being faſtened to the pilot boat. Through this paſs alſo, the herrings, in certain winds, penetrate to the ſouth, when of courſe every opening is filled. Spring tides run here at the rate of 7 miles an hour, and the channel abounds in ſafe bays, generally ornamented with the caſtles or ſeats of the proprietors of theſe ſhores. Near the north end of the channel, we enter Roſs-ſhire, poſſeſſed chiefly by the Mackenzies, and Monroes. The coaſt, after paſſing the ſound of Sky, is one continued line of bays and lochs, as Loch Duich, Loch Carran, Loch Kiſſerne, Loch Toſcaik, Applecroſs bay, where the main expanſe of the channel again opens to view, having the continent on the eaſt, Sky on the ſouth, the Long Iſland on the weſt, and the main ocean on the north. It contains a ſurface, of 55 miles in length, by 40 upon a medium in width, unincumbered with rocks or ſhallows, abounding in fiſhing banks, its ſhores on every ſide deeply indented with lakes, ſome of them extending above 10 miles within land, and all of them the occaſional reſort of herrings in boundleſs numbers, and of excellent quality; beſides white fiſh, flat fiſh, ſalmon, trout, and ſhell fiſh. To theſe favourable circumſtances, is to be added the contiguity of theſe inhabitants to the great north-ſea white fiſheries, from which much wealth may be realized, were the people accommodated with ſtores, proviſions, and fiſhing materials.

Such are the local and maritime advantages of this northern

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northern corner, and if we alſo take into the account the number of people around theſe lochs, their promptitude, and natural fitneſs for fiſheries, whether by boats or decked veſſels; the diſpoſition of the gentlemen for affording them every encouragement and relief, as far as their abilities will admit; a ſeaſonable effort on the part of government, in favour of this diſtrict, will enſure the moſt ſubſtantial benefits to the Britiſh kingdoms, in ſtrengthening their navy, extending their exports, and introducing their manufactures amongſt a numerous people hitherto known only by name to the empire. To this channel, or more properly this capacious bay *, itſelf a fiſhing ground, environed alſo with more than 50 openings,

* Though each loch, bay, ſound or creek, however ſmall, hath a name, yet this large body of water, and its fiſheries, have no particular appellation, being promiſcuouſly called the Loch Broom, or the Hebride fiſheries. We have an Engliſh channel, an Iriſh channel, and a Saint George's channel, but no Scottiſh channel; and as this ſea lies immediately within that kingdom, I had reſolved to propoſe that it ſhould hereafter be diſtinguiſhed by that name, upon charts and maps. Contemplating afterwards, the beneficent diſpoſition of his preſent majeſty towards all his ſubjects, without diſtinction or partiality; his confidence in a people who had long been kept at a diſtance from the throne; the ſtill further indulgencies propoſed in favour of their country, the proſpect of ſucceſs, and the happy change which is likely to be effected thereby during his majeſty's reign, I wiſh to perpetuate the remembrance of that reign and thoſe events, throughout the Highlands, by honouring them with the title of KING GEORGE'S CHANNEL, and this, in the name of all Highlandmen of whatever rank or deſcription. And it being the ſociable practice of Highlandmen in all ages, to ſeal, ratify, and waſh down every compact or bargain, in good old ſcotch, let every loyal patriot pay a due regard to the following ſentiments:

The King and Royal Family.

May the ſpirit of the Engliſh conſtitution reach every glen, ſtrath, and ſhore of the Highlands, with the Hebride iſles.

The Land of Cakes.

May the Improvement of the Highlands and Fiſheries engage the attention of King and Parliament.

Short communications with the Clyde and the Murray Firth, free of tonnage dues.

The

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openings, the great receptacles of fiſh, and contiguous to thoſe inexhauſtible ſources which a ſurrounding ocean affords, the attention of the public ſhould be particularly directed.

On the Long Iſland at Stronaway, one of the fineſt bays in Europe, no effectual eſtabliſhment hath yet been made, though for a time the reſidence of Dutchmen, and greatly encouraged by the late Earl of Seaforth and his ſucceſſor.

The trifling progreſs of this place, in a courſe of two centuries, affords a freſh proof that public munificence well applied, and that only, can effectually accompliſh the great object of improving thoſe remote ſeas and lakes, and of bringing their valuable productions into the general line of Britiſh commerce.

After leaving Applecroſs bay, and its well-cultivated populous ſhores, the great Loch Torridon preſents itſelf; "a long arm of the ſea, of eaſy acceſs, "well ſheltered, and almoſt all of it good holding-"ground. Several hundreds of the largeſt ſhips may "ride in it in ſafety in all weathers."

Almoſt adjoining to Loch Torridon is Gareloch, or as it is called by the natives Loch Gareloch, "a large bay, ſheltered almoſt on all ſides, with "clean ground in all parts of it, and good holding-"ground in the principal anchoring place, and ca-"pable of a fleet of the largeſt ſhips. There are "no rocks or ſhoals to be feared either in it or near

The ſpeedy erection of Royal Boroughs on the weſt coaſt, where the induſtrious may buy and ſell, not as ſlaves, but as freemen.
The friends of the fiſheries of Great Britain.
May all unneceſſary reſtraints be aboliſhed.
No ſalt duties, or cuſtom-houſe fees.
Liberal bounties to buſſes and boats.
Ready markets in Europe and the Weſt Indies.
The wooden bulwarks of Great Britain.
Prince Henry, and the tars of Old England.
May every hardy fiſherman be ready to ſerve his king and country, when called upon in a juſt cauſe.

"it.

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"it. Ships may ride in any part of this loch, when "it does not blow hard from the weſt or ſouth-"weſt, particularly on the eaſt ſide of Iſland Longa. "The beſt part in winter is any where between "Iſland Horiſdale and Flowerdale, on from 9 to 20 "fathoms water. Small veſſels may anchor in win-"ter on the weſt ſide of Iſland Horiſdale, on the "ſouth-eaſt ſide of the rock in the ſound which is "always above water."

This noble bay extends near 4 miles within land, by 2 in breadth. Its ſhores are populous, containing 3000 inhabitants, who are alternately engaged in the herring and white fiſheries,* yet theſe poor people bleed their cattle in the ſpring and fall, which they preſerve to be eaten cold; a ſpecies of food very general in the Highlands, from the want of grain. In Buchanan's time they eat both the blood and the meat, raw.

The inhabitants of this place preſerve their potatoes by drying them in kilns.

Gareloch is ſurrounded by little inland lakes and rivulets, containing ſalmon and trout. The edges of the waters are generally covered with timber or

* Herrings, ſays Mr. Pennant, offer themſelves in ſhoals from June to January; cod fiſh abound on the great Sand Bank, one corner of which reaches to this bay, and is ſuppoſed to extend as far as Cape Wrath; and ſouth, as low as Rona, off Sky, with various branches, all ſwarming with cod and ling. The fiſhery is carried on with long lines, begins in February, and ends in April. The annual capture is uncertain, from 5 to 27,000. The natives at preſent labour under ſome oppreſſions, which might be eaſily removed, to the great advancement of this commerce. At preſent the fiſh are ſold to ſome merchants from Campbeltown, who contract for them at two-pence farthing a-piece, after being cured and dried in the ſun. The merchants take only thoſe that meaſure 18 inches from the gills to the ſetting on of the tail; and oblige the people to let them have two for one of all that are beneath that length. The fiſh are ſent to Bilboa: Ling has alſo been ſent there, but was rejected by the Spaniards. This trade is far from being puſhed to its full extent; is monopolized, and the poor fiſhers obliged to ſell their fiſh at half the price to thoſe who ſell it to the merchants.

grain.

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grain. The ſame kind of waters extend as far as Loch Broom.

6. Loch Ewe. "This is a large well-ſheltered "bay, of eaſy acceſs, a moderate depth of water, "good ground for the moſt part, and where fleets of "the largeſt ſhips may ride in ſafety at all times. "The beſt places to ride in are, on the eaſt ſide of "iſland Ewe; and in the bay of Tunag, on the "eaſt ſide of the bay, off Inveraſpadale, and off "Pluckart, near the head of the loch."

This capacious bay penetrates 6 miles into the country, where it receives, through a narrow paſſage, the waters of Loch Maree, a beautiful freſh-water lake, 12 miles in length, in one part 5 miles in breadth, of great depth, and abounding in ſalmon, char and trout. Of the trout is found the ſpecies which weighs from 25 to 30 pounds. The banks and head-lands of this lake are, as uſual, fringed with woods.

The narrow ſtrait through which the waters of Loch Maree paſs into the bay, is the centrical ſtation between Inverneſs on the eaſt, and Stronaway in the Long Iſland on the weſt, communicating with the former by a military road, with the latter by a government packet, which ſails from port Ewe every ſecond Monday, and hath a commodious cabin. This is the laſt thoroughfare between the two ſeas in Scotland, on which account, as well as its ſituation for the freſh and ſalt water fiſheries, its populous ſhores, and the ſecurity of its bay for ſhipping of all dimenſions, it hath a claim to public attention.

7. Loch Broom. "This is a large and ſafe arm "of the ſea, capable of containing hundreds of the "largeſt ſhips; and no rocks or ſhoals within it, "but one ledge on the eaſt ſide of Ulapoole, which "extends above a cable's length from the ſhore, "and is avoided by keeping one third from the "Ulapoole ſide. The beſt places in this loch to "anchor in are, in Ulapoole bay, on 14 or 15 fa-

"thoms

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"thoms water, above a cable's length from the "shore, and any where above Logie point, on from "13 to 24 fathoms."

"Loch Kenard is a harbour on the eaſt ſide of "Iſland Martin, about a mile northward of the "mouth of Loch Broom, in which veſſels may ride "very ſafe on 4 or 5 fathoms water, good ground, "and well ſheltered."

The entrance to this celebrated lake forms a capacious bay, 5 miles in length, and from 7 to 10 in width.

Loch Broom extends 7 miles further into the country, is from ½ to 3 in width, and of great depth. This lake on the weſt, and the firth of Cromarty on the eaſt, approach ſo near each other, that the diſtance in a direct line, between the ſalt water on each ſide, does not exceed 25 miles. The produce of the country around Loch Broom is cattle, which are generally purchaſed by graziers from Yorkſhire; alſo timber, mountains of marble * and limeſtone.

* As the north of Scotland abounds in marble of curious colours and qualities, it may be proper to employ certain qualified perſons to examine into the different veins, and make a report of their obſervations to government. The expediency and utility of ſuch information will appear from the following account of this manufacture in Ireland, delivered in the manner of a journal. Having, ſays the author, obſerved every thing remarkable in Kilkenny, we paid attention to its environs, and among other places viſited the marble mills, the fineſt piece of mechaniſm our eyes ever beheld. I think the inventor, Mr. Collis, ought to have his ſtatue cut by the chiſel of a Praxiteles. This admirable invention is ſituated a ſmall mile below the town, upon the river Nore, in a delightful bottom, the paſſage to it through a pleaſant grove. This engine, or rather the different engines, do their marvellous work by the help of the river, and are ſo wonderfully contrived, that they ſaw, bore and poliſh at the ſame time. I am concerned that I have not judgment enough to deſcribe it fully as it deſerves; had I not ſeen any thing worthy of notice in this kingdom, but this one, I ſhould think all my labours fully paid. Near the mill are apartments called warehouſes, where you may ſee ſuch a diverſity of chimney-pieces, ciſterns, buffets, vaſes, punch-bowls, mugs of different dimenſions,

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limeſtone. The rivers and freſh water lakes communicating with Loch Broom, abound in ſalmon, trout and char. The ſhores are populous, but the people are diſcontented, and ſtrongly diſpoſed to emigrate. On theſe accounts, Loch Broom appears to be a proper ſtation for a town or village, and ſtill more ſo when we conſider it in a commercial light.

This lake is not only the greateſt reſort of herrings in Britain (the Shetland iſles excepted) but the fiſh have the reputation of being the richeſt, and moſt delicious of any that have been taken in the weſtern ſeas *. Loch Broom hath therefore been the

ſions, frames for looking-glaſſes, pictures, &c. that they would employ the eye the longeſt day, and yet find ſomething to admire. The marble quarry that this precious work is formed from, is not above 200 yards from the mill that does all theſe wonders; and though it is not variegated like the Italian, I am told it is full as durable, and bears as fine a poliſh as any brought from Italy. Though the ſtone in this quarry ſometimes might weigh ſeveral ton, yet the method the contriver has uſed to lift them, draw them out, and convey them to the mill, without any other than manual operation, adds ſtill more to the ſurprize. I am informed this ingenious gentleman ſends yearly ſeveral ſhip-loads to England. Several, I am informed, have been to examine this artful wonder, (for it is open to all) but I cannot hear that any one has attempted to imitate the machinery. It is perpetually at work, like a ſhip at ſea, by night as well as by day, and requires little attendance.

* From Orfordneſs, ſays Sir William Monſon, the herrings direct their courſe to the North Foreland in Kent, where they furniſh both the Engliſh and French ſhores with ſo many as are taken by both nations, though they be both ſhotten, and of the worſt kind.

An eaſterly wind carries them the length of our channel, till they arrive at the Land's End in Cornwall; from thence they divide themſelves like a fleet of ſhips that ſhould be directed by a general. Some go through St. George's channel, betwixt England and Ireland; others to the weſtward of Ireland, till they arrive at the iſlands of Hebrides, the place of rendezvous; and we may ſuppoſe they are at home, by the ſtrength and goodneſs they find in that place; for though they run the length of our channel lean and ſick, yet as ſoon as they repair to thoſe iſlands, they become the largeſt, the faireſt, and the beſt herrings in the world; and here they are taken in loughs and harbours, as I have ſaid, and valued at 40s. the laſt above others.

chief

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chief ſcene of the weſtern fiſhery for many ages, and is at preſent the moſt uſual rendezvous of the buſſes from the Clyde, though much diſcouraged by the dangers of a long navigation, which, as hath already been obſerved, might be ſhortened with great facility. Loch Broom hath alſo ſuſtained a temporary misfortune during theſe laſt 7 years, owing, it is conjectured, to the unuſual prevalence of eaſterly and north-eaſterly winds, which force the herrings by another channel, in their migrations ſouthward.

Near this lake is little Loch Broom, 3½ miles in length, half a mile in breadth, and very deep; where alſo the herrings crowd to the fartheſt extremity *.

8. From

* This character of the Loch Broom herrings is thus corroborated by Mr. Pennant, who ate them on the ſpot.—Found in our harbour ſome buſſes, juſt anchored, (July 28) in expection of finding the ſhoals of herrings uſually here at this ſeaſon; but at preſent were diſappointed: a few were taken, ſufficient to convince us of their ſuperiority in goodneſs over thoſe of the ſouth: they were not larger, but as they had not waſted themſelves by being in roe, their backs, and the part next to the tail, were double the thickneſs of the others, and the meat rich beyond expreſſion. It is here proper to remark, that as Mr. Pennant ſpeaks of the ſummer herrings, and Sir William Monſon of the winter herrings, they are both right, though they differ in their deſcription of the ſize; the early herrings are ſmall on their firſt arrival, but they gradually increaſe in ſize, and about December they are very large.

The pariſh of Loch Broom, adds Mr. Pennant, is one of the largeſt on the main land of Scotland, being 36 miles long, and 20 broad. It has in it 7 places of worſhip, but is deſtitute of a parochial ſchool. None of the people, except the gentry, underſtand Engliſh. Diſpirited, and driven to deſpair by bad management, crowds were now paſſing, emaciated with hunger, to the eaſtern coaſt, on the report of a ſhip being there loaded with meal. Numbers of the miſerables of this country were now (1774) migrating: they wandered in a ſtate of deſperation; too poor to pay, they madly ſell themſelves for their paſſage, preferring a temporary bondage in a ſtrange land, to ſtarving for life in their native ſoil.

Before I leave this bay, continues Mr. Pennant, it muſt be obſerved, that there are here, as in moſt of the lochs, a few, a very

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8. From Loch Broom to Cape Wrath, the lakes diminiſh in ſize, though not in number, and the coaſt is leſs populous. It is a country little known, being cut off, by ſtupendous ridges of mountains, from any intercourſe with mankind, and is the leaſt productive to individuals or the ſtate, in the Britiſh kingdoms. Lying, however, ſo favourably for the north-weſt fiſheries, and in the track of ſhipping to and from the weſt coaſt of England and Ireland, and the Baltic, a harbour towards Cape Wrath would prove a moſt deſirable ſhelter amidſt the hazardous navigation, and frequent hurricanes on that northern ſhore. The diſtance from Loch Broom to this Cape is nearly 50 miles; the channel, hitherto protected in ſome meaſure by the Long Iſland, now opens to the main ocean, which rages from the north and weſt with inconceivable fury, and where the devoted veſſel ſtruggles, often in vain, to gain ſome creek or bay, amidſt almoſt uninhabited wilds, covered with eternal ſnow.

few, of the natives who poſſeſs a boat and nets; and fiſh in order to ſell the capture to the buſſes: the utmoſt theſe poor people can attain to, are the boat and nets; they are too indigent to become maſters of barrels, or of ſalt, to the great loſs of the public, as well as of themſelves. Were magazines of ſalt eſtabliſhed in theſe diſtant parts; was encouragement given to theſe diſtant Britons, ſo that they might be enabled, by degrees, to furniſh themſelves with the requiſites for fiſhing, they would ſoon form themſelves into ſeamen, by the courſe of life they muſt apply themſelves to; the buſſes would be certain of finding a ready market of fiſh, ready cured; the natives taught induſtry, which would be quickened by the profits made by the commodity, which they might afford cheaper, as taken at their very doors, without the wear and tear of diſtant voyages, as in the preſent caſe.

A bounty on theſe home captures would ſtimulate the people to induſtry; would drive from their minds the thoughts of migration; and would never leſſen the number of ſeamen, as it would be an incitement for more adventurers to fit out decked veſſels; becauſe they would have a double chance of freight, from their own captures, and from thoſe of the reſidents, who might form a ſtock from ſhoals of fiſh, which often eſcape while the former are windbound, and wandering from loch to loch.

In

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In the ſelection of a ſtation for the preſervation of many lives, and the ſafety of much property, Mr. Mackenzie is our ſureſt, and almoſt only guide. He points out Loch Laxford as "a capacious very fine "harbour, where there is nothing to fear coming in, "but what is always above water, except one half "tide rock, about a cable's length weſt from Du- "kere; the ground and ſhelter are good; and the "depth moderate for ſhips of all ſizes."

This loch lies in Sutherland, a country inhabited chiefly by a hardy race of that name, brave in war, and ever ready to turn out in defence of our iſland.

Of the North Coaſt from Cape Wrath to Dungſbay-Head.

Loch Laxford lies within 15 miles of Cape Wrath, which having doubled, we leave the Hebrides, and what is called the North-weſt Highlands, and launch upon a coaſt facing the northern ocean, conſidered by mariners, as the moſt dangerous and difficult navigation in theſe kingdoms. To the dark fogs, and frequent hurricanes of the north ſeas, are added the whirlpools, counter tides, and violent currents of the Pentland firth, occaſioned by the weight of the ocean falling upon the narrow channel which ſeparates the continent from the Orkney iſlands. The rapidity of theſe currents, at certain periods of the tide, often baffle all the efforts of the moſt ſkilful ſeamen, to prevent veſſels from being driven againſt the rocks or ſhores on either ſide of this tremendous paſſage. The navigation is equally hazardous in calm, as in ſtormy weather; becauſe, in a dead calm, the ſhip, not being under the government of the helm, is hurried on, with irreſiſtible velocity, to whatever direction the current leads, whether towards the impending rock, the ſandy beach, or the open ſea. On the other hand, ſhould a veſſel

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be driven into the firth, by the violence of a tempeſt, in the dark winter's night, her ſituation is dreadful beyond deſcription. Such is the force of the winds and waves, that ſtones of conſiderable ſize are torn from the cliffs, and heaved over the high rocks, into the adjoining field *.

Notwithſtanding theſe obſtructions to the navigation from Ireland, Briſtol, Liverpool, and the whole weſtern coaſt of Great Britain, to the Baltic, nothing hath been done to aſſiſt that navigation, and to leſſen the frequent diſaſters which every ſucceeding winter brings upon thoſe who are engaged in it. Here are no towns, harbours, lighthouſes, dockyards, or carpenters for the repairing of damages. The unfortunate veſſel, though reduced to the greateſt diſtreſs, muſt proceed to the Baltic or the Iriſh channel, before ſhe can receive the ſmalleſt repair. A coaſt of near 400 miles, from Ireland to the Orkneys, could not, in the greateſt emergency, furniſh a ſail, a

* The caverns formed by the violence of the ocean upon theſe ſhores, excite the admiration of every curious traveller. Some of them reach ſo far under ground, that no perſon dares venture to the extremity. They are the reſort of ſeals, ſea-dogs, and fowl; the former of which, the natives, at the riſk of their lives, turn to good account. Theſe bold men enter the caverns in boats, and having lighted their torches, make a loud noiſe, which brings down the animals in a confuſed body, with frightful ſhrieks and cries. They paſs out of the cave in ſuch numbers, that the men are obliged to give way until the torrent hath ſpent itſelf, when they fall upon the ſtragglers, whom they knock on the head with clubs. Some of theſe caverns have openings through the roof like the chimneys of cabbins; through which openings, though at a conſiderable diſtance from the entrance on the beach, the roaring of the ſea is heard like thunder, and ſometimes the foaming ſpray is perceived by thoſe who have courage to approach the verge.

In the pariſh of Far, there is a ſmall head-land compoſed of ſolid rock, into which the ſea enters by one of the moſt curious natural arches in the world, and hath formed a magnificent vault, through which a boat may navigate to the extent of 200 feet from the entrance. Writers converſant in natural hiſtory have not been able to account for this extraordinary effect of the ſea in thus boring a rock, as if done with inſtruments, of ſuch conſiderable extent.

cable,

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cable, or an anchor. Theſe conſiderations ſerve to enforce the expediency of two harbours on this northern front of our iſland; one near Cape Wrath, on the weſt, and the other within Dungſbay-head on the eaſt.

Nor is the relief of the natives, and the improvement of the country, a matter of leſs importance. Here is a coaſt, extending near 70 miles in length, abounding in white-fiſh, ſeals, oyſters, and other ſhell-fiſh. Its rivers are more copious than thoſe on the eaſt and weſt ſides of that diſtrict. They iſſue from inland lakes, as Loch Loyal, Loch Navern, and are the channels by which ſalmon paſs, to and from, in conſiderable quantities, though little benefit hath been derived from theſe fiſheries in modern times, owing to the neglected ſtate of the country, and the abſence of the proprietors.

The country lying upon the coaſt is more fruitful than might be expected from its northern ſituation; it is highly improveable, and abounds in limeſtone, marle, and iron ſtone. The county of Caithneſs, the reſidence of the Sinclairs, exports, in good years, from 30,000 to 40,000 bolls of grain; but it often happens otherwiſe, when the inhabitants experience a ſcarcity bordering upon famine. The numerous remains of Pictiſh houſes, Scottiſh caſtles, and other buildings upon the north and eaſt ſide of this diſtrict, ſeem to indicate a greater degree of population in former times. Its importance is further confirmed by the Daniſh hiſtorian Torfaeus, in his account of the attempts made by that people to obtain a ſettlement in theſe parts, and the able defence maintained by the natives, through a ſeries of ages, till at laſt the Danes, tired out with fruitleſs expeditions, bade a final adieu to that country, and its warlike inhabitants. Of the many bays along this coaſt, that of Loch Eribole claims the preference, being one of the fineſt roads for ſhipping in the kingdom, and ſo capacious, that ſhips of the line may enter at low water,

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and find good anchorage in the ſouth-eaſt part of the bay *.

" Above the iſland Chorie, there is good ancho-
" rage for any number of ſhips on 12 and 14 fathom
" water. It is proper in caſe of ſtans of wind blow-
" ing down from the mountains, to lie at ſome diſ-
" tance from the iſland, ſo as to be able to clear it.
" When ſhips have advanced ſo far as to be off two
" rivulets that run down from a hill on the weſt ſide
" of the loch, that is the proper place to drop an-
" chor. In the ſouth ſide of Riſpan bay, at the en-
" trance of the loch, a few ſhips may lie ſafely."

This fine bay lies in that part of Sutherland called Strathnaver, a county deſtitute of every neceſſary for navigation, or the fiſheries. Its ſituation near Cape Wrath, renders it ſtill more worthy of public conſideration, as a place where the unfortunate and diſtreſſed mariners might be ſupplied with ſtores, proviſions, or materials for enabling them to complete their voyages.

Proceeding eaſtward, we come to Loch Tongue, where, " between the two Rabbit iſlands, ſhips may
" anchor in 4, 5, or 6 fathom water, land-locked
" by Iſland Roan: at about a cable's length ſouth of
" this there is a bank of ſand. On the ſouth-eaſt
" ſide of Iſland Comb, there is a ſmall creek, where
" a few ſhips may lie ſafely in 8 or 9 fathoms water.
" Behind Torriſdale head, on the weſt end of the
" land, ſhips enter with the flood, and lie ſafely." †

" Scrabſter

* Mr. Mackenzie did not ſurvey this and the eaſtern coaſt; the nautical deſcriptions of the former, marked with inverted commas, are copied from a chart of this coaſt, drawn at the deſire of the philoſophical ſociety at Edinburgh.

† Near the ſhore, on the leveleſt part of the firth, there formerly was a ſea-port town, the public mart of Strathnaver. The firth, indeed, with the iſlands, forms a charming harbour. It had almoſt ceaſed to be remembered, that there ever was a town there. But on the 27th of July 1751, a very heavy cloud of rain fell on the adjacent mountains: the ſhowers were peculiarly violent, and their force impetuous. Theſe congregated waters ruſhing

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" Scrabſter road is a very good harbour, where " ſhips of any burden may ride out any ſtorm, upon " 6, 7, or 8 fathoms water. The anchoring ground " is good; and beſides, for the better ſecuring of " ſhips, there are two iron rings fixed to the rocks on " the ſhore." Theſe two rings are the only aid to ſhipping between Ireland and the Baltic. Here alſo ſtands the antient town of Thurſo, at the mouth of the river of the ſame name; but though a place of ſome exports in grain, meal, ſalmon, herrings, and white fiſh, the veſſels unaccommodated with a harbour or key, except the two rings above mentioned, are obliged to go up with a ſpring-tide into the channel of the river, where they lie to for loading and unloading, along its banks. This being the only town upon the coaſt of Scotland ſince we left Campbeltown at the diſtance of more than 300 miles, being alſo at the weſt entrance of the narrow ſtrait between the continent and the Orkney iſlands, ſo fatal to navigation, the utility of a key or harbour is obvious.

This place ſeems to have been the capital of the northern coaſt, the reſidence of the earls of Caithneſs and Sunderland, who, ſays Torfæus, were firſt raiſed to that dignity by a charter from Malcolm II. in 1030; the ſame author mentions a count of Thurſo, in 1136, when the place was conſiderable and populous. Thurſo was likewiſe the reſidence of the biſhops of Caithneſs. Its neighbourhood abounds in ruinous caſtles, rude obeliſks, cairns, and other remains of antiquity. The coaſt is fertile, the ſea and rivers are rich, particularly the river Thurſo, which flows from a ſmall inland lake called Lochmore, abounding

ruſhing in a thouſand torrents down the hills, aſſembled in the deep-worn channel of the dale, and, foaming through with their whole united force, ſwept an extenſive bank of ſand to the ſea. On its removal, the ruins of the town were diſcovered; whole ranges of buildings appeared, which had lain from time immemorial beneath the ſand.

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ing in ſalmon, and gives employment to 60 nets, which are ſhot every night, and frequently fiſh are found in each of them. This water, not being farmed to ſtrangers, is of courſe a common bleſſing to the whole neighbourhood. But the great fiſhery is at Thurſo, where the river falls into the ſea; and, if report be true, 2500 ſalmon have been taken in one tide, within the memory of man.

Leaving Thurſo, we paſs Dunnet-head, the moſt northern land of Britain, with a tremendous tide on the point of it; and here commences the narrow ſtrait of 6 miles between the main land and the Orkney iſlands, called the Pentland or Pictland firth; ſo named from the Picts, who inhabited the eaſt ſide of the kingdom, while the Scots poſſeſſed the more rugged parts on the weſt ſide. This ſtrait is the great thoroughfare of ſhipping between the eaſtern and weſtern ſeas, the terror of the boldeſt mariners, and the grave of thouſands; where the winter's ſtorms afford many natives, on the oppoſite ſhores, a better livelihood than they could obtain by fiſhing or huſbandry. They ſearch from place to place, and from one cavern to another, in the hopes of finding timber, caſks, and other floating articles of the wrecked veſſels, of whom 6 or 8 are thus ſacrificed ſometimes in one night.

The navigation of this paſs is rendered more dangerous by the iſland of Stroma, and two rocks called the Skerries, lying near the middle of it. Stroma is noted for its natural mummies, being the entire uncorrupted bodies of perſons who had been dead above half a century; light, flexible in their limbs, of a duſky colour, and on whoſe bellies the boys beat like a drum. The coffins are laid on ſtools above ground, in a vault, which being open on the ſea edge, and the rapid tides of the Pentland firth running by it, there is ſuch a conſtant ſaltiſh air as hath thus converted the bodies into mummies.

We now arrive at the eaſtern extremity of the firth

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firth called Dungſbay-head, but better known by the name of Johnny Groat's, from a family of the name of Groat, who formerly reſided here, and to whom the village and ferry belonged. Notwithſtanding the tremendous conteſt between the currents and contrary tides at this place, there is no ferrying veſſel to the Orkneys, beyond the ſize of a ſmall open boat. The diſtance from this northern extremity of our iſland is, by the ſhorteſt poſt roads, to

	Miles.
Edinburgh, — —	273
Glaſgow, — —	280
Mull of Galloway, — —	385
London, — —	651
Land's End, — —	831

But the aſtronomical length of the iſland, in a direct line, does not much exceed 600 miles.

After travelling northward to Cape Wrath, and from thence eaſtward to Dungſbay-head, we now paſs that famous cape, and take a ſouthern courſe along the coaſt of the Britiſh ſea *, which preſents a line of 80 miles in length, without a harbour, and ſcarcely a town that merits notice. It hath all the advantages of the fiſheries which have ſo often been deſcribed, though in a leſs degree than thoſe on the weſtern coaſt. It is commodiouſly ſituated for commerce, and the people are remarkably induſtrious. The only place that hath the appearance of a port, is Wick, a ſmall, but antient borough town, ſituated at the mouth of the river Wick, which forms a tide

* Styled in foreign maps, the *German Ocean*, but with great impropriety, as it barely touches that empire; whereas, it waſhes the whole eaſtern ſhore of Great Britain, from the Pentland firth to the ſtraits of Dover. Neither hath it any claim to the appellation of *ocean*, which implies a great body of water, without any intire ſeparation of its parts by land, as the Atlantic, and the Pacific ocean. A ſea being a ſmaller collection of water, confined betwen lands; but, communicating with the ocean, juſtifies the deviation which I have made from the uſual cuſtom, reſpecting the name of what ought properly to be called, *The Britiſh Sea*.

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tide-harbour for a few veſſels of ſmall burden, and might be improved. But at the diſtance of 3 miles north is Sinclair bay, a capacious road, with good anchorage for ſhipping of any ſize. As this bay lies directly on the eaſt entrance of the Pentland firth, as Thurſo does on that of the weſt, the expediency of a harbour on the former muſt appear obvious to any perſon who chooſes to conſider the ſubject, and who wiſhes to aſſiſt the diſtreſſed mariner, and promote the commerce of his country. Of ſtill greater importance will this place appear, when it is known, that from Wick to the firth of Cromarty, a diſtance of 60 miles, the ſhore is bold, rocky, and utterly inadmiſſible to ſea-veſſels of any ſize, the waters of Dornoch excepted, which, however, are of no great utility to navigation, by reaſon of ſhallows and quick-ſands. Neither can the firth of Cromarty *, though one of the fineſt harbours in the world, be conſidered as an aſylum to ſhips in diſtreſs, becauſe it lies out of the general track of navigation. The ſame obſervation is applicable to the harbour of Inverneſs, which lies ſtill further from the courſe of ſhipping. The coaſt along the Murray firth, though more commodiouſly ſituated, is, however, deſtitute of good harbours; conſequently, a ſhip paſſing from one ſide of Great Britain to the other, by the Pentland firth, cannot be accommodated with the ſmal-

* Twenty-two miles in length, in ſome parts 4 in breadth, the entrance narrow and bold, being formed by two lofty rocks, which project into the ſea, till they approach within a mile of each other, and therefore defend the fine bay from winds and ſtorms. Theſe rocks thus approaching each other, and having alſo a ſimilar appearance, are called by the natives, *The Sootors of Cromarty*, which, in the Scottiſh language, means *wooers, or lovers*.

At a ſmall diſtance from the entrance of the firth, is Cromarty; a place riſing into ſome conſequence, through the liberality and unwearied zeal of Mr. Roſs above mentioned. At the head of the firth ſtands Dingwall, the capital of the county, a poor ruinous place, chiefly compoſed of hovels, though its ſituation is delightful, the country fertile, and the waters, both ſalt and freſh, abound in fiſh.

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leſt aſſiſtance between Peterhead and Belfaſt loch, a voyage of 500 miles. As the ſame inconvenience attends the Baltic and eaſt country trade in general, it is unneceſſary to ſpeak further on the ſubject. We ſhall therefore conclude this ſurvey of the maritime parts of the Highlands, by obſerving, that the money expended in improving that country, will, at the ſame time, preſerve the property of the merchants, ſave the lives of the mariners, promote the commerce, and facilitate the navigation of all the three kingdoms.

	Miles.
Aſtronomical diſtance from Cape Wrath to Dungſbay-head —	70
Ditto, from Dungſbay-head to Inverneſs	90
	160

without a harbour; and what is equally extraordinary, for the moſt part without a good carriage-road. The rivers are numerous; many of them large; but inſtead of convenient bridges, the traveller muſt either ferry or ford theſe waters, however dangerous to men and horſe, in the rainy ſeaſons, when the accumulated waters of far diſtant mountains ruſh towards the ſea with furious impetuoſity. The boats appropriated for theſe ferries are generally old and rotten; neither can horſes get in or out without the riſque of being lamed, owing to the great height of the banks, and their want of ſlips.

Theſe inconveniencies are extremely prejudicial to the country, by preventing ſtrangers from extending their journeys beyond Inverneſs, and of gratifying their curioſity in viewing the lofty promontories *, cliffs,

* The ſouthern entrance to Caithneſs is formed by a ridge of mountains which penetrate directly into the ſea; and thus leaving no opening or intermediate ſpace for a road, the traveller muſt mount the promontory, called the ord of Caithneſs, before he can arrive in that country. He is, however, well rewarded for the

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cliffs, and caſcades; the immenſe caves, the reſort of ſeals and ſea-fowls; the diſtant views of the Orkney iſlands on the north, and of the coaſt of the Murray firth on the ſouth, bounded, at the diſtance of 5 to 10 miles from the ſea, by that mighty natural rampart the Grampian mountains, which cloſes the horizon from eaſt to weſt.

The want of good roads and bridges proves an inſurmountable impediment to the improvement of the country, particularly in agriculture; keeps the natives at a diſtance from each other, in a ſtate of nature, and the moſt abject poverty.

The proprietors of lands are great improvers of their reſpective eſtates, as far as their finances and the natural ſtate of the country will admit; among whom George Roſs eſquire, of Cromarty, hath particularly diſtinguiſhed himſelf; but it cannot be ſuppoſed, that the few gentlemen who poſſeſs thoſe heathy mountains will involve themſelves, their families, and poſterity in debts, by extending their expenditures to the making roads, building bridges, harbours, and other objects of a public nature, which in juſtice ought to be done in time of peace by the military ſtationed in theſe parts.

As this country, from the cauſes above mentioned, as well as its remote ſituation, hath been leſs expoſed to the ravages of Oliver Cromwell, and other deſolating invaders, it contains many remains of antiquity; the works of the Druids, Picts, Scots, Danes,

the fatigue of his journey; in the grandeur of the proſpects on every ſide by land and ſea, while immediately underneath, he perceives the ſeals floating on the waves, accompanied by ſea-fowl, which ſwim among them with great ſecurity, and whoſe territorial reſidence is in the caverns, which nature hath formed for them on the ſides of the ord next the ſea. The reader will be able to conceive ſome idea of the extent of the diſtant views, when informed that the deſcent on the north ſide is 4 miles, and probably the perpendicular height is above half a mile.

The diſtance betwixt this cape and Forres, a town on the Murray firth, is 45 miles in a ſtraight line acroſs the ſea; from whence I have ſeen the cape diſtinctly at midnight, in the month of June, appearing like a dark cloud, overhanging the ocean.

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and Norwegians; though, of late, the gentry, with an indifference for thoſe objects, ſo peculiar to the modern Scots, have permitted ſeveral buildings to be eraſed by their tenants, by which they gain a little ground, and have the benefit of the ſtones.

Some of theſe works have been explored and deſcribed by the antiquaries of the laſt and preſent century, particularly the reverend Mr. Cordiner at Banff, who hath alſo the merit of bringing to light many curious remains which have lain for centuries in obſcurity, or have been imperfectly deſcribed by others who had no opportunities of ſeeing them. They are almoſt the only guides now exiſting reſpecting the ages which preceded the uſe of letters in that country, and by which we may be able to trace and bring down ſome ſketches of remote ages to the period, when the national events were recorded in writing.

Of the Coaſt of the Murray Firth from Inverneſs to Kinnaird's Head.

Leaving the Highlands, at Inverneſs, we now enter a pleaſant low country of near 100 miles in extent, having the Murray firth on the north, and for the moſt part, the Grampian mountains on the ſouth, between which boundaries the width is from 5 to 10 miles.

Thus having the ſea breezes on one ſide, and the lofty ridge of mountains on the other, the climate is much warmer than might be imagined between the 57th and 58th degrees. The crops are generally good, and nearly as early as in Middleſex. On theſe accounts, grain and meal form a principal part of the exports, not from the thinneſs of the people, who are extremely numerous on this coaſt, but from their poverty, and the neceſſity of ſelling their grain and cattle, wherewith to pay the rent.

Thus ſituated in a fertile country, watered by copious ſtreams, abounding in ſalmon, and waſhed by a rich

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a rich ocean, this coaſt may, with ſome public aid, recover its former ſplendour, and even ſurpaſs the moſt flouriſhing periods of the middle ages. This conjecture is partly grounded on the public-ſpirited exertions of the nobility and gentry upon that ſhore, who during theſe laſt 40 years have performed wonders for the benefit of navigation and manufactures, particularly in the articles of linen, lawns, nappery, ſtockings, thread, linen-yarn, and bleaching. Theſe gentlemen have alſo expended conſiderable ſums in repairing or extending the numerous, but ſmall harbours of the coaſt, in raiſing more commodious houſes for their own reſidence, and that of their tenants. Every encouragement is given to the raiſing of clean-looking healthy villages, upon regular plans, and with good materials.

The families to whom Great Britain in general, and this diſtrict in particular, owe ſuch obligations, are thoſe of the duke of Gordon, the earls of Fife, Aberdeen, and Finlater, the Grants, Forbeſes and Fraziers; families of great antiquity in the Scottiſh annals, and famous for their heroic bravery againſt the never-ceaſing invaſions of the Danes, of which the encampments, tumuli, urns, and other appearances upon the coaſt are convincing evidences.

This diſtrict contains a ſmall portion of Inverneſsſhire; the whole of Nairnſhire, Murrayſhire, Banffſhire, and the north-eaſt diſtrict of Aberdeenſhire.

Inverneſs, the capital of the county, and the whole northern diviſion, beyond the Grampian mountains, is a handſome town, pleaſantly ſituated on a plain, and almoſt ſurrounded by water. It contains 7000 inhabitants, who ſpeak the Erſe and Engliſh promiſcuouſly. On an eminence near the town are the remains of a caſtle, where, according to ſome hiſtorians, the famous Macbeth murdered Duncan his royal gueſt.

Two miles from Inverneſs is Culloden moor, where on the 16th day of April, 1746, the rebel army, conſiſting of 5000 men, were totally defeated by

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by the duke of Cumberland, which gave the finiſhing blow to the hopes of the abdicated family, upon the throne of theſe kingdoms. From this place the pretender fled immediately, and almoſt alone, to the wild receſſes of the Weſt Highlands, where he wandered for ſeveral months, till a French ſhip of war conveyed him to that kingdom.

At the diſtance of 5 miles from Inverneſs we enter the ſmall county of Nairn, whoſe inconſiderable capital of the ſame name had a ſmall harbour, now choaked up with ſand. Near this place is Calder, or as Shakeſpear calls it, Cawdor caſtle, from whence Macbeth derived his ſecond title, *Thane of Cawdor*. Its walls are of great thickneſs, arched on the top with ſtone, and ſurrounded with battlements. A fragment of the draw-bridge ſtill remains.

Leaving Nairn we enter the road where Macbeth met the three wayward ſiſters, and a little farther, at the diſtance of 11 miles from Nairn, we arrive at the ſmall, neat town of Forres, in Murrayſhire, pleaſantly ſituated near the river Findorn, and remarkable for one of the fineſt hieroglyphic pillars now in exiſtence. It hath been the ſubject of many able pens, but totally overlooked by doctor Johnſon, who ſays, "at Forres we found good accommodation, but nothing worthy of particular remark."

"Your inſtructions, ſays Mr. Cordiner, in a letter to Mr. Pennant, with reſpect to the pillar at Forres, made it an object that demanded my beſt attention, knowing that it far ſurpaſſed, in magnificence and grandeur, the other obeliſks in Scotland, and was ſaid to be the moſt ſtately monument of the Gothic kind to be ſeen in Europe; you may rely on the fidelity of the drawing, and I made the following remarks.

"That in the firſt diviſion, underneath the Gothic ornaments at the top, are 9 horſes with their riders, marching forth in order: in the next, is a line of warriors on foot, brandiſhing their weapons, and

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appear to be ſhouting for the battle. The import of the attitudes in the third diviſion very dubious, their expreſſion indefinite.

" The figures which form a ſquare in the middle of the column, are pretty complex, but diſtinct; four ſerjeants, with their halberts, guard a company, under which are placed ſeveral human heads, which have belonged to the dead bodies piled up at the left of the diviſion: one appears in the character of executioner ſevering the head from another body; behind him are three trumpeters ſounding their trumpets; and before him two pair of combatants fighting with ſword and target.

" A troop of horſe next appears, put to flight by infantry, whoſe firſt line have bows and arrows; the three following, ſwords and targets. In the lowermoſt diviſion now viſible, the horſes ſeem to be ſeized by the victorious party, their riders beheaded, and the head of their chief hung in chains, or placed in a frame; the others being thrown together beſide the dead bodies, under an arched cover.

" The greateſt part of the other ſide of the obeliſk, occupied by a ſumptuous croſs, is covered over with an uniform figure, elaborately raiſed, and interwoven with great mathematical exactneſs; of this, on account of its ſingularity, there is given a repreſentation at the foot of the column. Under the croſs are two auguſt perſonages, with ſome attendants, much obliterated, but evidently in an attitude of reconciliation; and if the monument was erected in memory of the peace concluded between Malcolm and Canute, * upon the final retreat of the Danes, theſe large figures may repreſent the reconciled monarchs."

" On the edge below the fretwork, are ſome rows of figures joined hand-in-hand, which may alſo im-

* Malcolm II. king of Scotland, who began his reign in 1004, and Canute the Dane, afterwards king of England.

ply

ply the new degree of confidence and ſecurity which took place, after the feuds were compoſed, which are characterized on the front of the pillar. But to whatever particular tranſaction it may allude, it can hardly be imagined, that in ſo early an age of the arts in Scotland, as it muſt have been raiſed, ſo elaborate a performance would have been undertaken, but in conſequence of an event of the moſt general importance; it is therefore ſurpriſing, that no diſtincter traditions of it arrived at the æra when letters were known.

"The height of this monument (called king Sueno's ſtone) above the ground is 23 feet; beſides 12 or 15 feet under ground. Its breadth is 3 feet 10 inches, by 1 foot 3 inches in thickneſs."

About 6 miles north-eaſt from Forres, on the ſea ſide, is the burgh of Murray, a very antient and reſpectable fortreſs, at the extremity of a narrow promontory or head-land, projecting into the firth, and appears to have been the uſual landing place of the Danes and Norwegians, in their deſcents on that province.

The extremity of the peninſula was formed with an iſland, by means of a great ditch cut acroſs. An immenſe mound of earth and ſtones ſurrounds the æra of the fort, and will be a laſting memorial of the labour beſtowed on making it impregnable. The triple ditch and rampart, which defended the creek, are yet entire. The top had been defended by logs of oak piled on one another. This place ſeems to have been fortified about the end of the 10th century.

Three miles below Forres is the port of Findorn, which hath 10 or 12 coaſting veſſels. On the bay of Findorn, are the ruins of Kinloſs abbey, where ſome labourers employed lately to clear away the rubbiſh, diſcovered ſeveral rows of finely fluted pillars, that had ſupported roofs of great extent, of which no veſtiges now remain. Near the abbey is an

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orchard of apple and pear trees, at leaſt coeval with the laſt monks; numbers lie proſtrate; their venerable branches ſeem to have taken freſh root, and are ſtill loaded with fruit. This abbey was founded by David I. in 1150, and was the burying place of ſome kings.

The views of the loſty coaſt of Sutherland begin to open at this place, as far as the Ord of Caithneſs.

Proceeding eaſtward we come to Elgin, the county town, antiently the ſeat of the biſhops of Murray, at preſent a ſolitary and partly ruinous place, with little trade, but remarkable for its eccleſiaſtical antiquities. Of theſe the magnificent ruins of the cathedral are admired by every traveller. Many parts of the building ſtill remain pretty entire, of which Mr. Cordiner hath given three elegant views. This cathedral, formed by Andrew biſhop of Murray in 1224, was built in the form of a croſs; its length 264 feet; breadth 35; the length of the traverſe 114; it was ornamented with 5 towers, 84 feet in height, excluſive of the ſpires; the great tower in the center 198 feet. Four miles ſouth-weſt of this place, in a ſequeſtered glen, is the abbey of Pluſcarden, a fine edifice in the form of a croſs, pretty entire, with a ſquare tower of aſhler work. Eleven miles from Elgin is the river Spey, the largeſt in the north, and abounding in ſalmon, whoſe progreſs from the ſea is interrupted by cruives placed at the entry, though a few ſtraggling fiſh force their way many miles by their well-known dexterity in leaping. This river iſſues from a little inland lake beyond Fort Auguſtus; and after a courſe of 50 miles, fertilizes the beautiful, extenſive and populous valley called Strathſpey, where it becomes the boundary between Murray and Banffſhire, and falls into the ſea at Caſtle Gordon.

This ſeat is the reſidence of the dukes of Gordon, and hath been lately modernized in a neat ſtyle of architecture, extending near 600 feet in front.

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It is ſituated in an extenſive park, on the eaſt ſide of the river, near the ſea, and hath a beautiful effect amidſt the full-grown trees, with which the park is richly ornamented.

On the oppoſite ſide of the Spey, ſtood the miſerable village of Fochabers, which will ſoon diſappear, if not already demoliſhed, the duke having begun a new town at a more convenient diſtance, upon a regular plan, and gives every encouragement to thoſe who undertake to build ſubſtantial, neat dwellings.

From the Spey eaſtward, the towns are ſituated cloſe on the ſhore, and are moſtly ſea-ports. The firſt is Cullen, a royal borough, ſituated in a beautiful, well-improved country, owing to the indefatigable exertions of the late earl of Finlater, one of the firſt improvers in Britain. The farm-houſes, barns and yards are neat, commodious, and well conſtructed. The hedges ſtrong and well kept; and the roads on all ſides broad and well made. No man knew better how to lay out his money than lord Finlater; no man laid it out with more œconomy; but he knew that to ſtarve improvements, was the ready way to make them uſeleſs, and hurt himſelf. His lordſhip did every thing in the proper ſeaſon, and never ſcrupled the neceſſary expence. His greateſt difficulties aroſe from the obſtinacy of his tenants againſt innovations. At length he got the better of their prejudices, not by arbitrary mandates, through the channel of his ſtewards, but by going himſelf from farm to farm, adviſing rather than directing, how to proceed.

"Be diligent," ſaid he, "your time is your ſtock; follow rational methods, and you will all get rich; it is what I wiſh, and will help you to, if you do not prevent me by your obſtinacy. I wiſh not for a rent which a man cannot pay and live; I would have you live well; he that works, has a right to eat." By living well, his lordſhip meant,

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that inſtead of poor ſoup-meagre, ſuch as the generality of the farmers in that kingdom have for dinner, he wiſhed his tenants ſhould eat fleſh-meat every day, hot or cold; and thoſe who did not fare thus ſumptuouſly, he conſidered as indolent drones, and refuſed to renew their leaſes; obſerving, that the rents of his eſtate were calculated to admit meat at every man's table.

In the country round Cullen are numerous cairns or barrows, the places of interment of the ancient Caledonians, and the Danes, the method being common to both nations. At Kil-hillock, or the hill of burial, a very remarkable one was demoliſhed ſome years ago. Its diameter was 60 feet, the height 16, formed intirely of the ſtones brought from the ſhore, as appears by the limpets, muſcles, and other ſhells mixed with them. The whole was covered with a layer of earth 4 feet thick, and that finiſhed with a very nice coat of green ſod, incloſing the whole. It ſeems to have been originally formed by making a deep trench round the ſpot, and flinging the earth inwards: then other materials brought to complete the work, which muſt have been by a whole army. On breaking open this cairn, on the ſummit of the ſtony heap beneath the integument of earth, was found a ſtone coffin, formed of long flags, and in it the complete ſkeleton of a human body, lain at full length, with every bone in its proper place: and with them a deer's horn, the ſymbol of the favourite amuſement of the deceaſed.

In ſeveral other cairns, which have lately been opened, were found urns containing charcoal, aſhes, burnt bones, flint arrows heads with almoſt vitrified ſurfaces. The materials of the urns appear to have been found in the neighbourhood; and conſiſt of a coarſe clay mixed with ſmall ſtones and ſand, and ſeem to have been only dried, and not burnt.

At the diſtance of 6 miles from Cullen, is Portſoy, from whence conſiderable quantities of grain are annually

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annually exported, partly in conſequence of the before-mentioned improvements by the earl of Finlater, and the example he ſet to the ſurrounding diſtricts.

Veſſels are alſo fitted out from this place for the Hebride white fiſhery, of which ſome particulars have already been given. A manufacture of ſtocking thread is likewiſe carried on to a conſiderable amount for the London and Nottingham markets. Induſtry is the characteriſtic of this extenſive line of coaſt, encouraged liberally by the foſtering hands of the nobility and gentry, who ſeem to be actuated by one general ſpirit of benevolence.

Theſe remarks are particularly applicable to Banff, the county town, ſituated about 7 miles from Portſoy, where the inhabitants import annually 3500 matts of Dutch flax, at, upon an average, 3s. 5d. each. The flax is beat in water-mills, and then heckled, which operation employs 60 men; this, when given out to ſpin, employs 4000 women of all ages, and yields 150,000 ſpindles of yarn, which circulates about 10,000l. among the ſpinners. The doubling and twiſting the yarn is done at Banff, and employs about 200 women and children, and 40 more at the bleach-field. Theſe threads, when ſent to Nottingham or Leiceſter, for ſtockings, bring in return caſh or goods to the value of 30,000l. Such is the dependance, mutual aids and reciprocal benefits of the induſtrious towns in both kingdoms, however diſtant their ſituation from each other.

This place ſtands at the mouth of the river Devron, remarkable for its ſalmon fiſheries; but the harbour is ſmall, and the entrance uncertain, owing to the ſhifting of the ſands by the ſtorms, which rage on this bare ſhore with incredible violence. A circular pier is therefore placed on the outſide, leaving only a narrow paſſage with the harbour, which this precaution does not however wholly ſcreen from the enraged waves.

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The views from the rising grounds around Banff are singularly great, and have been lately enriched by a magnificent structure, built by the earl of Fife, upon a beautiful plain washed by the Devron, whose lofty banks, cloathed with wood on the opposite side, afford a delightful contrast to the soft vale underneath.

The distant views on the north and east, are those of the great ocean bounded by the horizon, whose waves, with northerly winds, roll majestically from the deep, over an extensive sandy beach, till they reach the shore, when they evaporate in foam and smoke.

The west view is bounded by the lofty mountains of Ross shire, Sutherland, and part of Caithness, whose blue tops are scarcely distinguishable from the clouds. This view, while the sun is closing his diurnal journey, is the most magnificent that can be conceived, and seldom fails of impressing the mind with a deep sense of the great works of God.

On leaving Banff, we cross the Devron over a handsome new bridge of 7 arches, and enter Aberdeenshire; though a small slip on the coast, still forms, with great impropriety, a part of Banffshire. From Inverness to this place the coast is remarkably low, insomuch that the sea hath overwhelmed some thousand acres, and is still making new depredations.

Immediately after crossing the Devron, the country rises to a considerable height above the sea, though not mountainous; the shores bold, rocky and precipitous; abounding in caverns and deep recesses, similar to those of Sutherland and Caithness.

This coast is lined with small fishing towns; the first is Down, situated at a short distance from the Devron, a neat place, the creation of the present earl of Fife, * who, besides accommodating the in-

* His lordship hath altered the name to that of Macduff, the name of his family, and well known in British history.

habitants

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habitants with a chapel, hath contributed liberally towards the extenſion of their harbour, the moſt improveable refuge for ſhipping between Kinnaird's head and the firth of Cromarty; and, as ſuch, hath a claim to the attention of government.

An excellent mineral ſpring hath lately been diſcovered near Down, to which many perſons reſort in ſummer, for whoſe accommodation the earl of Fife hath built a handſome lodging-houſe.

From this place eaſtward is Gardenſtoun, ſo called from Alexander Garden, eſq. the ground proprietor; Cruvie, Achmedden, Roſehartie, Pitulie, Broadſea and Fraſerſburgh, ſituated immediately under the famous promontory of Kinnaird's head, ſo fatal to the ſhipping of theſe kingdoms, from the want of a light-houſe, and good harbour, as will appear from the following memorial:

Memorial reſpecting the Port of Fraſerſburgh, 1785.

Fraſerſburgh is a ſmall ſea-port town in the county of Aberdeen, containing about 1000 inhabitants, and is ſituated in a cheap and populous country, on the point of land called Kinnaird's head, which is the ſouthern extremity of the Murray firth.

The coaſt on both ſides of that point is generally low and rocky, and ſo dangerous for ſhipping, that ſcarce a winter paſſes without ſeveral wrecks happening on it. The Expedition, of Stockton, of 400 tons burden, was wrecked within three miles of Fraſerſburgh, in December 1784, in the night time.

Kinnaird's head is a high land projecting out to ſea, and from the ſituation of the coaſt, is generally the firſt land made by ſhips coming from the north or eaſt ſea, to the eaſtern coaſt of Scotland. From this

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this point the land trends due weſt on the one hand, and greatly to the ſouthward of eaſt on the other.

It has been always thought by mariners, that a light-houſe erected there would tend materially to the preſervation of the ſhipping engaged in commerce upon the coaſt, as a light ſo ſituated, would be ſeen from the weſt, the whole length of the Murray firth; from the north at ſea as far almoſt as the Orkneys, and immediately on doubling the point of land called Buchanneſs, from the eaſt and ſouth. And indeed there is no part of the coaſt where a light could be placed with more propriety and advantage *.

Fraſerſburgh has a ſmall good harbour, made and kept up at a conſiderable expence by the proprietor and the town. According to the tide, there are 11 to 15 feet water within the harbour, and 20 feet immediately without at ſpring-tides: without is a tolerable road for ſhipping, in a bay nearly a league in length, and half a league in depth, with good anchorage in a ſandy bottom. Veſſels of about 200 tons burden enter the harbour at preſent.

Fraſerſburgh is well ſituated for trade with the eaſt coaſt of Europe. The town has lately advanced conſiderably, and requires only encouragement to render it a port of ſome conſequence on the coaſt of Scotland. At preſent it carries on a ſmall trade to the Eaſt ſea, ſeveral manufactories are forming in its neighbourhood, and the port is well adapted for building of ſmall veſſels.

Stations on the coaſt for the veſſels and perſons employed in the cod and herring fiſheries are much wanted, and often talked of being eſtabliſhed.—Fraſerſburgh is well calculated for a ſtation, the fiſhing banks for cod commencing right off Kinnaird's head, about ten leagues out at ſea, and the herring ſhoals paſſing every year cloſe under the

* Seldom a winter paſſes, ſays captain Kyd, without ſhipwrecks; laſt winter, a ſhip from the Baltic to Dublin, was loſt on Ratra Head, near Kinnaird's Head.

coaſt;

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coaſt; the Dutch are in the conſtant practice of fiſhing on theſe banks.

The great deficiency of wind-bound ports on the coaſt of Scotland, from the firth of Forth to that of Cromarty, is acknowledged. A pier built on the Ellie rock at Fraſerſburgh, would render it ſuch a port as is deſired, and moſt ſerviceable to the wind-bound ſhips going to the Baltic, or north about. That rock lies at a little diſtance from the preſent harbour, to which there are two channels of acceſs, the north and the ſouth, and it is propoſed to extend the north pier to the end of that rock, and to build an intire new pier on the ſouth, at a greater diſtance from the other pier than the preſent, whereby the harbour will be conſiderably enlarged in ſize, and an increaſe of near four feet water will be got in that part of it, and there will then be at the entrance and in the ſouth channel 24 feet water at ſpring-tides, although on the north channel there will not be more than 16 feet water, which ariſes from the ſouth channel being of a ſandy bottom, and opening out to the bay; but the north is on rock, and runs cloſe by the coaſt to Kinnaird's head point. The diſtance from the Ellie rock to the rock called the Inch, on which it is alſo propoſed to build a break to the ſea, is a channel of about 20 or 25 yards width, with 19 feet water on it at high ſtreams, and is the entrance by the north channel to the harbour, after the new pier ſhall be built. For a further explanation, reference is made to a plan herewith produced, by which it appears that there will be in the propoſed addition to the harbour, conſiderably upwards of 20 feet water at ſpring-tides, and from 15 to 16 at ordinary ebb-tides, the flow of ſtream-tides being here from 5 to 8 feet. Was the propoſed pier on the north, with the break on the Inch only executed, it would be of material ſervice in rendering the harbour ſecure, and ſheltering veſſels under it in ſtormy weather; and indeed the harbour never can be very ſafe from the roll of the ſea with a north-eaſt wind, without

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without this pier on the Ellie rock, while with it the roll would be prevented perhaps intirely. The expence of building the pier and breaker, it is ſuppoſed, would be near to 3000l. ſterling, eſtimating at 3s. per ſquare yard.

If ſuch piers were built, veſſels could at low water run under the Ellie rock and pier, where they would be ſafe from all winds, and would have about ten feet water. The bay is only expoſed to a north-and-by-eaſt wind; but the point of Kinnaird's head, and the Ellie rock and pier on it, would ſhelter them from theſe winds if they run under it, and ſmall veſſels are at preſent in uſe of laying there to enter the harbour with the tide. Againſt all other winds but the north-and-by-eaſt, the bay is ſecured. It is neceſſary to obſerve, that with a weſterly wind, no veſſel going weſt, can, from the ſituation of the coaſt, paſs Kinnaird's head point, nor proceed further when going ſouth, with a ſouth-eaſt wind, but are often obliged to remain wind-bound for a conſiderable time; and ſuch veſſels as draw too much water to enter the port of Fraſerſburgh, are obliged to return to other ports at a conſiderable diſtance, till the wind becomes favourable for their voyage; but Fraſerſburgh being in poſſeſſion of two channels of entrance to the harbour, one or other of which, from their ſituation, can always be taken, might be made very ſerviceable to our commercial navigation as a wind-bound port, by carrying the above propoſal, of increaſing the depth of water, and ſecurity of the harbour into execution.

There was in the ſouth channel of the harbour, a rock called the Beacon, covered at high-water, and dangerous for ſhipping, but within theſe few years it has been partly cleared away by the town at a conſiderable expence, and by what is now propoſed, all dangers from it will be removed.

It has been long in agitation to build theſe piers, but the want of money has hitherto prevented it. The

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The expence of building both theſe piers, as now propoſed, is eſtimated at four thouſand pounds ſterling, a ſum far above the abilities of the town's people; but they would moſt chearfully contribute ſuch a proportion as they can afford, if they had hopes of obtaining a partial aſſiſtance from government.

Such aſſiſtance is humbly expected; and if no other fund ariſes, it is ſubmitted, whether a part of the money which will be paid into the exchequer in Scotland, in conſequence of the late act, diſannexing the forfeited eſtates, and which is thereby made ſubject to the future diſpoſition of parliament, for public purpoſes in Scotland, may not with propriety, and for the advantage of both kingdoms, be applied to forward the work here mentioned.

The utility of a light-houſe at Kinnaird's head is further explained in the evidence to the committee upon the fiſheries, by Captain Kyd, an experienced naval officer, who hath been ſtationed many years between the Forth and the Orkneys.

From this place to Inverneſs, the coaſt lies due weſt; the Highland mountains are therefore ſtill obſervable on the high grounds, like a ridge of blue clouds at the edge of the horizon, nor is it eaſy ſometimes to diſtinguiſh *terra firma* from the aerial vapours. The diſtance between this place and the Ord of Caithneſs, is 70 miles in a ſtraight line, acroſs the ſea, and it is probable that ſome of the back mountains perceivable here, may lie 30 miles within land, if not more. The Orkney iſlands, though not ſo lofty as the Sutherland mountains, are alſo ſeen in clear weather; the diſtance is 90 miles.

Of the Eaſt Coaſt of Scotland, from the Murray Firth to Berwic.

On leaving Kinnaird's head, we bid adieu to the proſpects of the North Highlands, which diviſion of

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of the kingdom immediately diſappears. We now enter what is called the eaſt coaſt, comprehending a line of 120 miles; the ſeat of great patience, and indefatigable induſtry. The country is populous, the towns are numerous, ſome of them large and commercial, trading with Norway, Denmark, Sweden, Ruſſia, Dantzick, Hamburg, the Pruſſian dominions, Holland, France, Spain, Portugal, and England, to a conſiderable extent, and which will be greatly increaſed ſo ſoon as a complete ſyſtem of fiſhery laws ſhall be eſtabliſhed, the duties on coals and ſalt aboliſhed, and the navigations opened to the weſtern ocean. The inhabitants of the weſt are expert in the herring fiſheries, but mere dabblers in the white fiſheries; here the habits and genius of the people have rendered them expert in the white fiſheries, while thoſe of the herrings have been, for a ſeries of years, carried on by open boats, and little underſtood. But the inhabitants of this coaſt chiefly excel in manufactures, particularly linen, yarn, thread and ſtockings, in all their varieties; upon which, however, the working people earn with difficulty a mere ſubſiſtence. Many thouſands know not the luxury of butchers meat, wheaten bread, or even ſmall beer. The weekly earnings of the men in ſpinning or knitting, are from 4 to 6s. of the women, 1s. 6d. ſometimes 1s. 8d. a few, a very few, have cleared, by uncommon application, 2s.

The firſt town of any note on this coaſt is Peterhead, which ſtands on the moſt eaſterly point in Scotland, and from thence, due weſt, we have the greateſt breadth of that kingdom, viz.

	Miles.
From Peterhead to the point of Ardnamurchan, in Argyleſhire —	180
But if we include the Hebride iſles, the breadth will be —	231

Peterhead is the neareſt land to the northern continent of Europe, and lies within 300 miles of the cape

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called the Naze of Norway, at the entrance of the Baltic.

Through this channel the grand body of the herrings paſs, in their annual migrations, from Shetland and the north ſeas to the more ſouthern latitudes, attended with the all-devouring cod and ling, on which account Peterhead, or as it is ſometimes called, Buchanneſs, hath always been the ſecond ſtation of the Dutch buſſes, after leaving the Shetland iſlands. Tradition ſays, that ſome hundred years ago, the Dutch offered lord Mareſchal, then the proprietor of the coaſt, to cover a ſmall iſland, called Inch Keith, with ſilver, for the property of it to carry on their fiſheries, which, for obvious reaſons, could not be accepted. Be that as it may, the Dutch ſtill frequent the coaſt, in July and Auguſt, and ſometimes 100 ſail are ſeen within ſight of land, buſily employed in the herring and white fiſheries. The natives, to whom this treaſure properly belongs, have lately made ſome attempts towards the white fiſhery, of which they cure and vend, chiefly at the London market, 4000 barrels of delicate ſmall cod and ling, annually. They alſo fit out ſome veſſels for the Hebride fiſhery off Barrahead, for the Barcelona market, and they claim the merit of having taught the iſlanders how to take and cure the large fiſh, which abound on their coaſts.

Few harbours in Great Britain are of more importance to navigation than this of Peterhead, as in caſe of violent ſtorms from the eaſterly points, large veſſels embayed betwixt this and the mouth of the Forth, have not a port that they can ſafely take at every time of the tide, that of Aberdeen excepted. If therefore, they cannot make their way to ſea, in the teeth of a ſtrong eaſterly wind, or double this head-land that they may gain the Murray firth, they muſt inevitably come on ſhore. This harbour lies on a ſpacious bay, where veſſels of any burden may ride in all other winds, and is therefore the general

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neral rendezvous of the ſhipping which frequent the northern ſeas, where they caſt anchor on clean ground, and ride ſafely till the ſtorms have abated. But though nature hath done ſo much for the benefit of navigation, ſomething is left for the exerciſe of human aid. The harbour can, at preſent, contain in perfect ſafety, 40 or 50 ſail of veſſels drawing 12 feet water, and is capable of being extended, ſo as to admit a greater number of ſhips, drawing 20 feet, by which means, not only caſual merchantmen, but ſmall ſhips of war, with their convoys, would find this a moſt deſirable refuge, when purſued by ſuperior force.

Peterhead is a neat well-built town, celebrated for the ſalubrity of its air *, and the virtues of its mineral waters; on theſe accounts, as well as the ſalt-water bathing, it is the reſort of genteel company during the ſummer months, and hath every appearance of a thriving, plentiful, and happy place.

The coaſt from Peterhead, ſouthward, exhibits al-

* Aberdeenſhire hath the reputation of being remarkably healthy, and the inhabitants are diſtinguiſhed for their longevity. Of this, I had two inſtances in one day, ſome years ago, when travelling in that country; the firſt was a venerable looking man then in his hundredth year, as I found by various particulars, as well as his own declaration. The ſecond inſtance was ſtill more extraordinary. Having been informed that a farmer had reached the age of 130, I paid him a viſit, and received the following particulars from himſelf in anſwer to my queſtions: That he was born in 1648; being too young in Cromwell's time for carrying arms, he was ſent to the woods to cut ſhafts for halberts; at other times, he was ordered to aſſiſt at the blackſmith's forge; that he married his laſt wife at the age of 120, and was able to go about the farm, till within the laſt two years, when his ſight failed him. In this ſituation I found old Peter Garden, who, as I had taken the liberty of aſking ſeveral queſtions, thought he had a right to aſk my name, from whence I came, and where bound, hoping I would not be offended, if an old man beſtowed his bleſſing, which he did with much gravity. His wife confirmed every particular, and ſaid, that ſhe had been his ſervant, and afterwards married him, for a bit of bread. The old man died the enſuing winter. His portrait is in the poſſeſſion of ſome nobleman or gentleman of that country, whoſe name I do not remember.

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moſt one continued ſcene of promontories and cliffs, lofty, precipitous, and pictureſque; * affording much entertainment to travellers, whoſe curioſity leads them thither in the ſummer months; though in that ſeaſon they only give a ſpecimen of the ſcenery which the winter hurricanes diſplay. It is probable that the ſloping earth amidſt theſe cliffs have been waſhed away by the continued action of the ſea in eaſterly winds. That the waves being checked by the perpendicular rocks, would break in with redoubled rage, upon every opening, thereby forming thoſe diſmal caverns ſo frequent upon the eaſt coaſt, and which have been accurately deſcribed by Mr. Pennant, Dr. Johnſon, Mr. Cordiner, and other gentlemen of literary abilities. Of theſe ſubterraneous openings, that called the bullers of Buchan, is the moſt extraordinary. Its entry is a rude and high arch, under which boats enter in calm weather with ſuch perſons as chooſe to explore this awful region.

" We ſoon turned our eyes, ſays Dr. Johnſon, to the buller, or *bouillior* of Buchan, which no man can ſee with indifference, who has either ſenſe of danger or delight in rarity. It is a rock perpendicu-

* About 50 tons of kelp, ſays Mr. Cordiner, are annually ſent from Peterhead to Newcaſtle. The proceſs of making it is thus: The rocks, which are dry at low water, are the beds of great quantities of ſea-weed; which is cut, carried to the beach, and dried: a hollow is dug in the ground 3 or 4 feet wide; round its margin are laid a row of ſtones, on which the ſea-weed is placed, and ſet on fire within, and quantities of this fuel being continually heaped upon the circle, there is in the center a perpetual flame; from which a liquid, like melted metal, drops into the hollow beneath: when it is full, as it commonly is ere the cloſe of day, all heterogeneous matter being removed, the kelp is wrought with iron rakes, and brought to an uniform conſiſtence, in a ſtate of fuſion. When cool, it conſolidates into a heavy, dark-coloured alkaline ſubſtance, which undergoes, in the glaſs-houſes, a ſecond vitrification, and aſſumes a perfect tranſparency; the progreſs by which, thus, a parcel of ſea-weed, formerly the ſlimy bed of ſeals, or dreary ſhelter of ſhell-fiſh, is converted into a cryſtal luſtre for an aſſembly-room, or a ſet of glaſſes for his majeſty's table, is a metamorphoſes that might be a ſubject for an entertaining tale.

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larly tubulated, united on one ſide with a high ſhore, and on the other, a riſing ſteep, to a great height above the main ſea. The top is open, from which may be ſeen a dark gulph of water which flows into the cavity, through a breach made in the lower part of the incloſing rock. It has the appearance of a vaſt well, bordered with a wall. The edge of the buller is not wide, and to thoſe that walk round, appears very narrow. He that ventures to look downward ſees, that if his foot ſhould ſlip, he muſt fall from his dreadful elevation, upon ſtones on one ſide, or into the water on the other. We, however, went round, and were glad when the circuit was completed.

" When we came down to the ſea, we ſaw ſome boats and rowers, and reſolved to explore the buller at the bottom. We entered the arch which the water had made, and found ourſelves in a place, which, though we did not think ourſelves in danger, we could ſcarcely ſurvey without ſome recoil of the mind. The baſon in which we floated was nearly circular, perhaps 30 yards in diameter. We were incloſed by a natural wall, riſing ſteep on every ſide to a height which produced the idea of inſurmountable confinement. The interception of all lateral light cauſed a diſmal gloom. Round us was a perpendicular rock, above us the diſtant ſky, and below an unknown profundity of water. If I had any malice againſt a walking ſpirit, inſtead of laying him in the Red-ſea, I would condemn him to reſide in the buller of Buchan.

" But terror without danger is only one of the ſports of fancy, a voluntary agitation of the mind that is permitted no longer than it pleaſes. We were ſoon at leiſure to examine the place with minute inſpection, and found many cavities which, as the watermen told us, went backward to a depth which they had never explored. Their extent we had not time to try; they are ſaid to ſerve different purpoſes. Ladies come hither ſometimes in the ſummer with collations,

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collations, and ſmugglers make them ſtorehouſes for clandeſtine merchandize. It is hardly to be doubted but the pirates of ancient times often uſed them as magazines of arms, or repoſitories of plunder."

On this coaſt is a fiſhery of ſea dogs, which begins the laſt week in July, and ends the firſt in September. The livers are boiled for oil, the bodies ſplit, dried, and ſold to the common people, who come from great diſtances to purchaſe this coarſe fare. Excellent turbot are taken on this ſhore.

The ſalmon fiſheries of Scotland have of late been conſiderably improved by extending them to the open ſea, as well as rivers. A ſucceſsful fiſhery hath been ſet up upon this plan among the ſandy bays below Slains. The proceſs is very ſimple, and only requires a greater extent of netting. It is performed by long nets, carried out to ſea by boats, a great compaſs taken, and then hauled on ſhore. It is remarked, that the ſalmon ſwim againſt the wind, and have a higher flavour than thoſe taken in freſh waters. This may be owing to the richneſs of the fiſh when at ſea, being then in the beſt condition.

At a ſhort diſtance from the bullers is Slains caſtle, the ſeat of the earls of Errol, chief of the Hayes. * A few miles further is Ellon, a thriving populous village, waſhed by the river Ythan, where much ſalmon is taken. In the neighbourhood is Ellonhouſe, a large fine ſeat belonging to the earl of Aberdeen. At the mouth of the river is the village

* The family of Errol trace their deſcent to a memorable victory gained by the bravery of their anceſtor and his two ſons, over the Danes at Loncarty in Perthſhire, in the reign of Kenneth III. about the year 980, for which ſervice the family were promoted to the order of the nobility, in which rank they have remained ever ſince. The king alſo, as a reward for their valour and merit, gave them as much land in the fertile carſe of Gowrie, as a falcon, ſet off a man's hand, ſhould fly over without ſtopping. The falcon flew over 6 miles of ground in length, which was afterwards called Errol, and hath been the poſſeſſion and chief title of the Hayes and their ſucceſſors ever ſince.

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of Newburgh, which is accommodated with a harbour and pier, where veſſels of ſmall burden can load and unload. We now arrive at the river Don, over which a fine Gothic arch is flung from one rock to the other. This arch, ſaid to have been built by a biſhop of Aberdeen about the year 1290, is 67 feet wide at the bottom, and 34 feet 6 inches high above the ſurface of the river, which, at ebb tide, is here 19 feet deep. The building is admired for its light appearance. Paſſing this bridge we arrive at Old Aberdeen, a place of little conſequence, though the ſeat of a college, founded by biſhop Elphinſton in 1494. One mile further ſtands New Aberdeen, at the mouth of the Dee, in 57 deg. 12 min. N. lat. 107 miles from Edinburgh, and 485 from London. Aberdeen is a place of great antiquity; if tradition be true, it was a place of note in the reign of Gregory king of Scotland, from whom, about the year 893, it received ſome privileges, but the oldeſt charter now remaining, was granted by Alexander II. in 1217. By this charter the king grants to Aberdeen the ſame privileges he had granted to his town of Perth. In 1004 Malcolm II. founded a biſhoprick at a place called Mortlick in this county, in memory of a ſignal victory which he there gained over the Danes; which biſhoprick was tranſlated to Old Aberdeen by David I. and in 1163, the then biſhop of Aberdeen obtained a new charter from Malcolm IV.

In Scotland there are only 4 cities, viz. Edinburgh, the metropolis; Glaſgow, the firſt place of trade and manufactures; Aberdeen, the ſecond in ditto; and St. Andrews, now in ruins. Aberdeen, including the Old Town, is ſuppoſed to contain 25,000 people; it is a handſome, thriving town, but unleſs the inhabitants increaſe and multiply very faſt, the town of Paiſley, though it hath neither harbour nor ſhipping of any kind, will ſoon eclipſe Aberdeen both in magnitude and the number of the people. New

Aberdeen

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Aberdeen is the ſeat of a college founded by George earl mareſchal, in 1593, which, as well as that of Old Aberdeen, hath been the nurſery of ſcience, liberal arts, and eminent men. The remains of antient buildings, ſome of them in good perfection, diſplay the former conſequence of theſe towns, but however we may admire the venerable Gothic pile, the bold arch, or the ingenious carving; the preſent age hath the merit of a work which, if not ſuperior, is at leaſt equal to any erection in that kingdom, whether eccleſiaſtical or civil, and is thus deſcribed by an intelligent native of that place.

"The harbour of Aberdeen, ſays he, was long a great detriment to its trade, and occaſioned the loſs of many lives, and much property. A ſtranger could never depend upon finding it as he left it; while veſſels lay at anchor in the road, till the tide ſhould make, they have been often wrecked by ſtorms that ſuddenly aroſe. It was very narrow at the mouth, having the eaſterly rocky point of the Grampian mountains on the ſouth, and a flat blowing ſand on the north, extending along the coaſt for many miles. By the eaſterly and north-eaſt ſtorms, the ſand was driven, in a long ridge, acroſs the harbour's mouth, and formed, what was called the Bar. Upon this bar, the depth of water, at low tide, was ſometimes not above 3 feet. Clearing away the ſand, though but a partial and temporary remedy, was a matter of great expence to the community. If it was cleared one week, ſo as to have 5 or 6 feet of water at ebb, a freſh ſtorm the next week undid all that had been done.

"The town, at laſt, came to the ſpirited reſolution of erecting a ſtone pier on the north ſide of the harbour, ſo ſtrong, that, in all human probability, it ſhould be found effectual to prevent future damage. This pier is 1200 feet in length, and gradually increaſes in thickneſs and height as it approaches to the ſea. Where it begins, it is 20 feet broad at the

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baſe, 12 feet broad at the top, and 16 feet high, beſides the parapet wall on the north, which is here 4 feet 6 inches thick, and 4 feet high. The pier continues to increaſe in thickneſs, till it comes to where the rounding of the head begins to be formed, where it is 36 feet broad at the bottom, and 24 feet broad at the top, including the parapet, which is here 8 feet high, and 10 feet broad.

"The head, or rounding of the pier, at the eaſt extremity, is 60 feet diameter at the baſe, and the height to the platform is 30 feet, to which add the height of the parapet, and the perpendicular of the head facing the ſea is 38 feet. As the pier thickens, from the inſide of the parapet wall, ſprings, firſt one, then a ſecond, and at laſt a third footway, broad enough for a ſingle perſon to walk upon, each raiſed about 2 feet above the one below. From one of theſe walks, you can, at any place, overlook the wall. The whole is built of granite *; many of the outſide ſtones are above 3 tons weight, with hewn beds, and are laid lengthways into the work, ſo that their ends only are outward, no ſtone in it is leſs than 4 feet in length.

"The expence of this great work, amounting to 17,000l. or upwards, is defrayed by doubling the harbour dues, which are chiefly paid by the inhabitants of Aberdeen. A little to the ſouth of the bar they have now a depth of 17 fathoms at low water; and at the harbour mouth, from 8 to 9 fathoms, where they had formerly but a few feet."

After deſcribing this pier, undertaken and completed at the expence of the town, † it is unneceſſary to add any further remarks relative to the ſpirit, magnanimity and good ſenſe of the citizens; whoſe

* Eſteemed the moſt durable ſtone known in Europe, being proof againſt time and elements, and is therefore the moſt proper for bridges, piers and embanking.

† It was built under the direction of Mr. Smeaton, whoſe works, when left to his own judgment, and liberally ſupplied in the means, are always ſolid, maſterly, and great.

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example, it is to be hoped, will be followed by the numerous ports of that kingdom at preſent choaked up, and ruinous.

It is however remarkable, that there is not a ſingle decked veſſel fitted out from Aberdeen for the herring, or the white fiſheries: here is an excellent harbour, an active people converſant in trade, and poſſeſſed of capital; ſeated within 6 hours ſailing of the Long Fortys, and 2 days ſailing of the Shetland iſles, whoſe ſole fiſhery is confined to a few open boats; the captures are inſufficient for the ſupply of the inhabitants *.

This inattention to the fiſheries is the more extraordinary, as the exports of Aberdeen, though very conſiderable in ſalmon, ſtockings and thread, do not balance the imports, in value. The herring and white fiſheries therefore, if proſecuted with vigour, cured and dried with judgment, would not only extend the ſcale of exports, but alſo furniſh the outward bound veſſels with freights, and better aſſortments for the foreign markets.

The removal of certain obſtructions to the fiſheries, now under conſideration, and the further aids propoſed to the attention of the legiſlature, will if granted, leave theſe eaſtern ſhores without any excuſe, ſhould they ſtill neglect theſe branches, for which their ſituation, capital, and general traffic gives them ſuch ſuperior advantages. The ſalmon of

* Great quantities of fiſh are therefore brought to town from villages to the ſouth and north, even as far as Newburgh, 15 Engliſh miles diſtant, upon womens backs, in baſkets, with a breaſt-rope fixed to them. Theſe poor drudges will thus travel 15 miles before breakfaſt, with a heavy load upon their backs; and ſuch is the force of habit, that they would think it a puniſhment, to be obliged to return home with an empty baſket. If therefore, they have neither goods nor proviſions to carry home, they generally take in ballaſt of ſtones, equal in weight to a third of their outward bound cargo, and thus they trudge homeward with four ſhillings in their pockets, the produce of the fiſh; which, if purchaſed from fiſhermen, produces a clear profit of one ſhilling.

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the Dee * and Don, are taken in great abundance, cured in the higheſt perfection, and greatly valued at the European markets. If the merchants, in addition to theſe, ſhould alſo export the cargoes of 50 or 60 veſſels conſtantly employed in the herring and white fiſheries, the port of Aberdeen would, in a few years, become the moſt celebrated mart of fiſh now exiſting.

Three miles ſouth from Aberdeen we croſs the Dee, over a fine bridge of 7 arches, built by the famous Gavin Dunbar, biſhop of that city.

In paſſing this bridge we leave Aberdeenſhire, the moſt extenſive and populous county in the Lowlands, next to Perthſhire; waſhed on the eaſt and north by the ocean, abounding in ſea-ports, from whence there is a ſafe and ready paſſage to the Orkneys, and Shetland iſles; the Greenland fiſheries, Norway, and the regions around the Baltic; the German coaſt, Holland, Flanders, France, England and Edinburgh: watered alſo by numerous ſtreams, all of them the reſort of ſalmon, and whoſe banks diſplay the moſt extenſive plantations, as well as natural woods, † in theſe kingdoms; whoſe proprietors, or

* The Dee produces the greateſt quantity, and employs from 40 to 50 boats. The fiſh of the Don are taken in cruives above the bridge; a practice contrary to the antient laws of the kingdom, unleſs where the nature of the water rendered the net fiſhery impracticable. In the *Regiam Majeſtatum*, the oldeſt body of Scottiſh laws now extant, ſaid to be compoſed in the reign of Malcolm II. the ſubjects were obliged to leave a free paſſage for the fiſh from Saturday evening till Monday morning, and this was called the *Saterdayes ſkoppe*. Alexander I. enacted, "That the ſtreame of the water ſal be in all parts ſwa free, that ane ſwine of the age of 3 zeares, well fed, may turne himſelf within the ſtreame round about, ſwa that his mowt nor tail ſal not touch the bank of the water." The laws of Robert I. ſpeaking of fiſh of different ſizes, and the dimenſions of the rivers, that the fiſh may paſs up the river: "Cruives, &c. ſhall have their hecke 2 inches wide, that the fry may paſs." The laws of Robert III. and James IV. ſay, "That ſlayers of reide fiſh or ſmoltes of ſalmond, the third time, are puniſhed with death. And ſic like he quha commands the ſamine to be done."

† Theſe are finely deſcribed by Mr. Pennant, and Mr. Cordiner.

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the greateſt part of them, have the good ſenſe to ſtay at home, where they are reſpected and honoured, inſtead of impoveriſhing themſelves and their families, amidſt the promiſcuous crowd of an overgrown capital.

The county of Mearns, into which we now enter, is of ſmall dimenſions, and being the eaſtern extremity of the Grampian mountains, it is chiefly compoſed of hill and heath. That part however, called the *Hollow of the Mearns*, and which lies near the coaſt, is both fertile and pleaſant, highly cultivated, full of ſeats, and finely ornamented.

At the diſtance of 15 miles from Aberdeen we come to Stonehaven, or as it is uſually termed, Stonhive, ſituated on the ſouth ſide of Cowie bay, a ſmall harbour, into which veſſels of 100 tons burden may enter at high water. Sail-cloth, and knitted ſtockings are the manufactures of the place, but no fiſhery.

About a mile from this place is the ſeat of Robert Barclay, Eſq; of Urie, great grandſon of the famous Barclay, the apologiſt for the quakers, whoſe writings, particularly his dedication to Charles II. will ever endear his memory to all good men. The deſcendant of that great philoſopher is no leſs eminent for the pattern he hath ſet his countrymen in temporal improvements. "This gentleman, ſays Mr. Pennant, by the example he ſets his neighbours, in the fine management of his land, is a moſt uſeful and worthy character in his country. He has been long a peripatetic obſerver of the different modes of agriculture in all parts of Great Britain; his journies being on foot, followed by a ſervant with his baggage on horſeback. He has more than once walked to London, and by way of experiment has gone 80 * miles in a day. He has reduced his remarks to

* This I conceive to be an error of the preſs. Forty miles a day is great walking, and he who accompliſhes 60 miles muſt be a prodigy.

practice,

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practice, much to his honour and emolument. The barren heaths that once ſurrounded him, are now converted into rich fields of wheat, beans or oats; and his clover was at this time, Sept. 2d, under a ſecond harveſt.

"He is likewiſe a great planter; he fills all his dingles with trees, but avoids planting the eminencies, for he ſays they will not thrive on this eaſtern coaſt, except in ſheltered bottoms. The few plantings on the upper grounds are ſtunted, cankered and moſs-grown.

"Mr. Barclay firſt ſet about his improvements in 1768; ſince which he has reclaimed about 400 acres, continues to finiſh about 100 annually, by draining, levelling, clearing away the ſtones, and trimming. Theſe, with the plowing, ſeed, &c. amount to the expence of 10l. an acre. The firſt crop is commonly oats, and brings in 6l. an acre; the ſecond, white peas, worth ſometimes as much, but generally only 4l. turnips are the third crop, and uſually worth 6l. the fourth is barley, of the ſame value; clover ſucceeds, worth about 4l. and laſtly wheat, which brings in about 7l. 10s. an acre, but oftener more.

"As ſoon as the land is once thoroughly improved, it is thrown into this courſe: turnips, barley, clover, and wheat; ſometimes turnips, barley, clover, and rye-graſs. He ſometimes breaks up the laſt for white peas, and afterwards for wheat, and ſometimes fallows from the graſs, and manures it for wheat, by folding his ſheep.

"The land thus improved, was originally heath, and that which was arable, produced moſt miſerable crops of a poor degenerate oat, and was upon the whole not worth 2 ſhillings an acre; but in its preſent improved ſtate is worth 20, and the tenants would live twice as well as before the improvement.

"Some of the fields have been fallowed from heath, and ſown with wheat, and produced large crops.

One

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One field of 34 acres, which had been moſtly heath, was the firſt year fallowed, drained, cleared of the ſtones, limed, &c. and ſown with wheat, which produced in the London market 270l. clear of all expences. Mr. Barclay has lately erected a mill for fine flour, the only one in the county, which fully anſwers, and has ſerved to encourage many of his neighbours to ſow wheat where it was never known to be raiſed before. At preſent near 800 bolls are annually produced within 10 miles of the place.

"The firſt turnips for feeding of cattle were raiſed by this gentleman; and the markets are now plentifully ſupplied with freſh beef. For that of Aberdeen, there are frequently 50 fat beeves ſlaughtered in one day, from Chriſtmas to the firſt of July, generally weighing 40 ſtones Scots a-piece. Before that period freſh meat was hardly known in theſe parts, during the winter and ſpring months. Every perſon killed his cattle for winter proviſion at Michaelmas; and this was called *laying-in, in time.**"

Such are the beneficial effects of judicious management in the various branches of huſbandry; in which however the eaſt-ſide of the kingdom hath a manifeſt advantage over the weſt, being leſs ſubject to thoſe heavy rains which are an inſuperable obſtruction to ſucceſsful agriculture.

At a ſhort diſtance from this place are the ruins of Dunnoter, the antient ſeat of the earls mareſchal. The annotator of Cambden ſpeaks of the ſtately rooms in the new buildings and the library; at preſent nothing remains but naked walls, with ſome carved works, cornices, and coats of arms ſcattered among the ruins. Nothing ſeen but rocks on one ſide, and the ocean on the other; nothing heard but

* The uſual practice at preſent of ſuch of the farmers as can afford to eat butchers meat 6 months in the year, and who compoſe about a twentieth part of that claſs of men throughout the kingdom.

winds,

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winds, waves, and ſea-fowl. Places which gave birth to heroes famed over all Europe for martial atchievements in defence of their country and liberties, are now the ſolitary habitations of the feathered creation. A coat of arms, a date, timberleſs walls, and the ruinous arch, afford an affecting monument of human viciſſitudes. The family of Keith was among the moſt antient in Europe. In 1010 the Scots gained a complete victory over the Danes at Camus-town, in Angus; king Malcolm II. as a reward for the ſignal bravery of a certain young nobleman who purſued and killed Camus the Daniſh general, beſtowed on him ſeveral lands, particularly the barony of Keith in Eaſt Lothian, from which his poſterity aſſumed their ſirname. The king alſo appointed him hereditary great mareſchal of Scotland, which high office continued in his family till the year 1715; when the laſt earl engaged in the rebellion and forfeited his eſtate and honours; and thus ended the family of mareſchal, after ſerving their country, in a diſtinguiſhed capacity, above 700 years*.

The

* The late earl mareſchal, when laſt in Scotland, ſent his ſecretary to examine the ſtate of Inverugie caſtle, but would not go himſelf, probably becauſe it muſt have been diſtreſſing to behold his once ſplendid place of reſidence, now in ruins, deſolated and forlorn. The earl, during his exile, took up his reſidence in Pruſſia, where being greatly eſteemed by the king, he was appointed to the government of Neufchatel, and it was owing to the preſſing ſolicitations of the Pruſſian monarch, that he recovered his eſtate in Scotland, to which he made a ſhort viſit; during this period he received the following curious letter from his kind friend and benefactor.

"I cannot allow the Scots the happineſs of poſſeſſing you altogether. Had I a fleet, I would make a deſcent on their coaſt, and carry you off. The banks of the Elbe do not admit of theſe equipments; I muſt therefore have recourſe to your friendſhip, to bring you to him who eſteems and loves you. I loved your brother with my heart and ſoul: I was indebted to him for great obligations: this is my right to you, this my title. I ſpend my time as formerly; only at night I read Virgil's Georgics, and go to my garden

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The annotator of Cambden ſpeaks of a church at Dunnoter, the burial place of St. Palladius, who in 431 was ſent by pope Celeſtine, to preach the goſpel amongſt the Scots. Here alſo, was preſerved the regalia of Scotland, during Cromwell's uſurpation, of which ſome particulars have already been given.

The rocks on which this caſtle ſtands, form the eaſtern extremity of the Grampian mountains; from whence they extend, in a ſouth-weſt direction, as far as Loch Lomond in Dunbartonſhire, compoſing a ridge of more than 100 miles in length. A low, and, in general, a fertile tract of ground, ſtretches in front of theſe mountains, from the one extreme to the other, diſtinguiſhed by differen tnames, as the hollow of the Mearns—Strathmore—Stormont—Strathearne—and the banks of the Forth, above Stirling. This extenſive tract compoſed the main ſtrength of the antient Caledonia beyond the Forth; and is at preſent ſtill more famous for the manufacturing ſpirit of the inhabitants, from Perth eaſtward, in yarn, thread, linen, oſnaburghs, and ſail-cloth.

Among the liſt of improvers in this tract, the late earl of Strathmore, lord Kaimes, lord Gardenſtone, and Meſſrs. Scott, merit particular notice.

den in the morning, to make my gardener reduce them to practice; he laughs both at Virgil and me, and thinks us both fools.

"Come to eaſe, to friendſhip, and philoſophy; theſe are what, after the buſtle of life, we muſt all have recourſe to." The earl obeyed the friendly ſummons, and died ſoon after.——*Theſe are what, after the buſtle of life, we muſt all come to*, ſays his majeſty. That is, after our ambition and thirſt of dominion have deſtroyed thouſands of people, deſolated provinces, ruined cities, churches, palaces; and, in ſhort, done mankind every miſchief which cannon, bombs, and 2 or 300,000 armed ſlaves could perform, with *us* at their head, we betake ourſelves at the cloſe of life, to eaſe, to friendſhip, and philoſophy. Germany ſeems fertile in this ſect of philoſophers; no ſooner hath one hero performed his part in the buſtle of life, than another appears with a new ſcroll of claims upon ſome devoted province or circle, and thus one of the fineſt countries in Europe, ſeldom enjoys the bleſſings of peace for any conſiderable length of time.

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Nine miles from Stonehaven ſtands **Bervy, or Inverbervy**, the county town, and a ſmall ſea-port; but manufactures have yet made little progreſs.

A mile ſouth of Inverbervy is the village of Gourdan, which hath a harbour and pier, where ſmall veſſels may load and unload. A few miles further is John's-haven, a conſiderable fiſhing village; and at the mouth of the river South Eſk, 13 miles from Inverbervy, is the elegant, populous, and thriving town of Montroſe, a royal borough of great antiquity, as appears from a charter granted by David I. who began his reign in 1124. Montroſe lies in the county of Angus, and is the ſecond town in manufactures, ſhipping, and general commerce. Its fiſheries were formerly very conſiderable, and gave employ to above 500 boats and decked veſſels, who were alternately engaged in the herring, cod, and ling fiſheries, which they cured and exported to the Baltic, Hamburgh, Holland, France, and England, under the general name of Habberdyn (Aberdeen) fiſh.

Beyond the Long Fortys, which ſtretch in a parallel line with the whole eaſtern coaſt, lies a conſiderable bank with 6 pits in it of uncommon depth, being from 40 to 100 fathoms, and ſwarming with cod, ling, turbot, &c. but, ſtrange as it may ſeem, the inhabitants of Montroſe have abandoned the fiſhing buſineſs, which is thereby transferred to the Dutch and Hamburghers.

The two rivers, South Eſk and North Eſk, furniſh the town with ſalmon, which they export to London and foreign parts, to the value of 6 or 7000l. annually. A ſmall village called Uſan, ſupplies them amply with lobſters, of which, from 50,000 to 100,000, are ſent annually to London. Very beautiful agates are gathered beneath the cliffs, and ſent to the lapidaries in London.

Montroſe lies in the neighbourhood of a fertile, well-improved country, and exports, in good ſeaſons grain,

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grain, flour, oatmeal, and malt, to a great amount. Such are the advantages which this happy place derives from nature; to which, if we add the produce of induſtry, as white and coloured thread, linen, lawns, cambricks, diapers, oſnaburghs, and ſail-cloth, the general exports muſt be very conſiderable. After croſſing the entrance of the harbour, we arrive upon one of the beſt improved diſtricts in that kingdom, chiefly the work of two brothers, of the name of Scott, who, about 50 years ago, began the experiment of improving upon an eſtate of 8 or 900l. a-year value, which is now rented low at 3000l.

Firſt improvers have, in all countries, many difficulties to ſtruggle with; the large ſums expended, the ſlow returns, the obſtinacy and ignorance of ſervants, the woeful chapter of accidents, the envy and malevolence of narrow, illiberal minds: meſſrs. Scott, animated by public virtue, and a love of their country, were proof againſt all theſe diſcouraging circumſtances, and the whole county have followed, and are following the example, in proportion to the abilities of the reſpective proprietors. They were the firſt who introduced lime as a manure, of which they had abundance on their own lands, but they ſeverely felt that they were two or three miles on the wrong ſide of the Red-head, where all coals paſſing beyond that cape northward are ſubject to a duty of 5s. 4½ per chaldron, to the infinite prejudice and diſcouragement of agriculture, arts, and manufactures, particularly where nature, as at this place, hath denied them peat and wood. Thoſe, therefore, who uſe lime, are obliged to bring it by water carriage from the earl of Elgin's lime-works upon the river Forth, at the extravagant expence of 17 pence per boll, upon the ſhore; from whence it is carried by horſes or little carts, ſometimes to the diſtance of 20 or 30 miles, thereby engroſſing the time of the farmers, their ſervants, and cattle, which, were it not for

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for the heavy, though unproductive duty on coals, might be ſaved. Of the many evils under the ſun, this is not the leaſt, in a country where the farmer who dies worth above 100l. is ſaid to die amazingly rich.

The coaſt from Montroſe ſouthward is high, bold, and rocky, and hath many curious openings, and ſubterraneous caves, worthy the attention of travellers; ſome are open to the ſea, with a narrow entrance, and inſtantly riſe within into lofty and ſpacious vaults, and ſo extenſively meandering, that no one hath had the courage thoroughly to explore them. Others ſhew a magnificent entrance, divided in the middle by a vaſt column, forming two arches, of a height and grandeur that ſhame the works of art, in the moſt ſtupendous of the Gothic cathedrals. The cavern called the Geylit-pot aſtoniſhes every ſtranger; where he embarks in a ſubterraneous voyage, finds himſelf amidſt the moſt ſolemn ſcenery imaginable, proceeds on till he comes in ſight of the clouds, ſun and ſky, and lands amidſt corn fields, at a conſiderable diſtance from the ſea, where he embarked. Many of the ſtupendous peninſulated rocks of the coaſt are joined to the land by narrow defiles, where only two or three perſons can paſs a-breaſt, and whoſe tops were, in barbarous times, formed into rude fortifications, of which ſome veſtiges ſtill remain. On the promontory of Red-head are the ruins of an antient caſtle, once a reſidence of William the Lion, who began his reign in 1165. It ſtands on the ſouth ſide of Lunan bay; a fine ſemicircular baſon, open to eaſterly winds, but where many diſtreſſed veſſels are glad to take ſhelter.

Fourteen miles from Montroſe, ſtands the antient royal borough of Arbroath, or Aberbrothic, in a fine bottom, at the mouth of the ſmall river Brothic. It is a ſmall manufacturing town, particularly in oſnaburghs, white and coloured thread; which, with barley and wheat, compoſe its principal exports. A natural

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natural harbour, a tolerable artificial one hath been formed of piers, where, at neap-tides, veſſels of 80 tons may enter, and 200 tons at ſpring-tides.

But the glory of this place was its antient abbey, whoſe poor remains ſtill exhibit ſome traces of its former magnificence. It was founded by William the Lion, in 1178, and dedicated to the famous Thomas a Becket. The king was buried here, but no remains of his tomb are now perceiveable. The ordinance for the yearly proviſion of the houſe, will convey ſome idea of the great charity and hoſpitality of the place, and alſo of its fiſheries, now diſuſed.

In the regiſter for the year 1530, there was an order for buying,

800 weathers,	82 chalders of malt,
180 oxen,	30 ——— of wheat,
11 barrels of ſalmon	40 ——— of meal.
1200 dried cod-fiſh.	

Beſides the produce of the abbey-lands, or what their tenants brought in. This profuſion of ſtores may ſeem very extraordinary, on being informed that the number of monks did not exceed 25; but the wonder will ceaſe when it is conſidered that thoſe houſes were open to all, the poor as well as the rich, and that charity and hoſpitality were the diſtinguiſhed characteriſtics of eccleſiaſtical communities.

Leaving theſe venerable remains, we proceed through a pleaſant, well-improved country to Dundee, ſituated moſt beautifully on the north banks of the Tay, from whence the country gradually riſes to a conſiderable height, affording extenſive views of the ocean, the river, and the oppoſite coaſt of Fifeſhire.

The mouth of the Tay is much encumbered with ſands, and the entry is difficult. From thence to Dundee the width is 2 miles, and the depth ſufficient for ſhips of the largeſt burden. Above Dundee it widens conſiderably, and hath the appearance of a capacious inland lake, 10 miles in length by 4 in width, environed by picturesque landſcapes, and fer-

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tile ſhores, particularly the Carſe of Gowrie, the granary of Scotland, and not inferior to any part of England. This river is celebrated for its ſalmon and pearl fiſheries, both of which have, however, fallen off within theſe few years paſt, but wherever there are ſands, or a gravelly bottom, the ſalmon will reſort, though there may be an occaſional ſcarcity of that fiſh from cauſes which human ſagacity cannot unfold.

The ſituation of Dundee, amidſt the riches of land and water, implies a conſiderable export trade in grain, oatmeal and flour, to which we may add potatoes, which are ſhipped in conſiderable quantities for Norway and Sweden. Of manufactures, the inhabitants export white and coloured thread, to a great amount, particularly to London; alſo to the ſame mart, an incredible quantity of oſnaburghs, partly for home ſale and partly for cloathing the negroes in the Weſt Indies. Soap, ſhoes, leather and ſaddlery goods, contribute likewiſe to the aſſortment of exports from this ſeat of induſtry: but reſpecting the herring and white fiſheries, we have not a word to ſay, though of old theſe compoſed the principal riches of the whole eaſtern coaſt.

The antient records of this place having been deſtroyed by Cromwell's army, the only exiſting veſtiges of its high antiquity are the remains of its Gothic church, which was founded by David earl of Huntingdon, brother to William king of Scotland, on his return from his third cruſade, in which, with above 500 Scotſmen, he accompanied Richard I. of England in the year 1189. This prince after ſuffering various calamities incident to ſuch diſtant expeditions, was in great danger of being ſhipwrecked on his return, near the mouth of the Tay, which he with difficulty entered, and in memory of his deliverance, began the pious work of founding one of the moſt extenſive churches in Chriſtendom, as appears by the wide ſpaces between the parts which yet remain.

Having

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Having been a warm champion of the Chriſtian faith, he readily obtained a mandate from the pope, ſtill to be ſeen in the Vatican, recommending a general collection throughout Europe towards forwarding the building. Of this church only the choir, called the Old Kirk, now remains; to which is joined another building divided into 2 churches, and ſeemingly of a later date. But the moſt ſtriking object is the venerable tower, of 186 feet in height, and a proportionable width, which, from its conſtruction, ſeems to bid defiance to time. Though during the enthuſiaſtic phrenzy which deſtroyed theſe beautiful and coſtly edifices, the people of Dundee were the moſt violent, yet their poſterity were glad to ſeek protection within the apartments of this tower, when the town was beſieged in 1651, by Cromwell's army, and plundered to an incredible amount, beſides the capture of 60 veſſels in the road and harbours. The preſent generation, however, ſeem to atone for the impiety and madneſs of their anceſtors, in the neat and commodious churches which now adorn that place. The ſame attention, elegance, and ſolidity, is perceived in all their public erections, particularly their harbour, which was formed at a conſiderable expence, ſufficient to admit 200 ſail at a time. The depth at ſpring-tides 14 feet. Veſſels of larger burden lye in the road at a ſhort diſtance, or unload part of their cargo, before they take the harbour.

Leaving this agreeable place, we immediately embark for the oppoſite ſhore in Fifeſhire, from whence there is a pleaſant ride to St. Andrews, formerly a conſiderable city, populous and rich, abounding in merchandize and ſhipping; the reſort of ſtrangers from various nations of Europe, to traffic for fiſh, grain, ſkins and other produce of the kingdom; at preſent a heap of ruins, without trade, ſhipping, or even a key. So late as the reign of Charles I. this place had 30 or 40 trading veſſels, and carried on a conſiderable herring and white

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fiſhery by means of buſſes, in deep water; which fiſheries had for ages been the grand ſource of their commerce, wealth and ſplendour.

After the death of the king, this whole coaſt, and St. Andrews in particular, became a ſcene of murder, plunder and rapine: every town ſuffered in proportion to its magnitude and opulence; nor were theſe hypocritical ruffians ſatisfied with the ſhipping, merchandize, plate, cattle, and whatever came within their ſight; they alſo laid the whole coaſt under contribution; St. Andrews was required to pay 10001. but the inhabitants not being able to raiſe that ſum after being thus plundered, the general compounded for 5001. which was raiſed by a loan at intereſt, and hath remained a burden upon the corporation I believe ever ſince.

The gulph or bay of St. Andrews, is of great extent, being, from the point of Fifeneſs on the ſouth, to Red head on the north, 24 miles over; and when ſhips have the misfortune to be forced into it by ſtreſs of weather, with the wind at eaſt or north-eaſt, it is difficult, and ſometimes impoſſible for them to eſcape: they dare not attempt the river Tay, on account of the ſhallow water and the ſand-banks, which often ſhift in tempeſtuous weather; beſides the great ſeas which continually happen at the mouth of that river, when thoſe winds blow. From thence to Aberdeen, lying almoſt a degree north, there is not a harbour which can be attempted with ſafety by ſhips of burden. On the ſouth ſide of the bay lies the great river Forth, where all the ſhips of Europe could find ample ſea-room; but veſſels embayed off St. Andrews, might as well attempt to ſail acroſs the Grampian mountains, as to double the cape of Fifeneſs, with ſtrong eaſterly winds. Ships thus circumſtanced, are often ſtranded or loſt; ſome of them in day-light, and within 100 yards of this ruinous harbour, in the view of the citizens, who can afford

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no relief to the unhappy perſons on board, whoſe cries are diſtinctly heard from the town.

In the opening of this harbour there is deep water, and in the entry of it, there is from 11 to 13 feet at neap-tides, and from 19 to 22 at ſpring-tides. The baſon, throughout the whole, hath above 12 feet at neap, and 21 at ſpring-tides. Some time before the year 1728, the magiſtrates of St. Andrews conſulted certain architects and maſons reſpecting the expence of rebuilding the harbour as far out as the furtheſt point of the rocks at low-water mark, and thereby rendering it a ſafe retreat, of eaſy acceſs to all veſſels forced into this bay by ſtreſs of weather, when the report, delivered upon oath by the architects, ſtated the expence at 8734l.

This port, ſays Mr. Douglaſs, in his publication of 1728, is equally diſtant from the rivers Forth and Tay; and the great bay in which it is ſituated, abounds not only in cod and other white fiſh, but in herrings alſo, in their ſeaſon. It is obſerved of late, the white fiſh lie further out at ſea than formerly, which is the reaſon the fiſhers of this town, who ply in open boats only, have ſo very bad ſucceſs; they dare not venture out to ſea, in blowing weather, which they might eaſily do *in buſſes or covered veſſels*. So theſe poor people, though willing to work, are half ſtarved for want of buſineſs; and were the inhabitants able to fit out buſſes for that purpoſe, they could not any where be better ſerved with good hands, and more reaſonable wages. Fifty-ſeven years have elapſed ſince the publication of thoſe judicious obſervations, but St. Andrews, its harbour and fiſheries, remain in *ſtatu quo*.

On leaving St. Andrews, the coaſt edges in a ſouth-eaſt direction, till we come to Fifeneſs, the north entrance of the Forth, one of the largeſt rivers in Great Britain, unincumbered with ſhoals, ſhallows, or hidden rocks, and in general affording good

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anchorage and deep water for ſhips of the line*. The north entrance of this noble river is diſtinguiſhed by the iſle of May, a large rock, 3 miles in circumference, which affords ſafe riding for ſhips in weſterly ſtorms, and hath a light-houſe. Immediately oppoſite the iſle of May on the ſouth ſide is the Baſs Iſland, a tremendous rock, which alſo affords ſhelter for ſhipping, and good anchorage.

The Forth is at this place 9 miles wide, opens within land to 18 miles; contracts at Edinburgh to 5 miles; and, at the Queen's-ferry, above Edinburgh, to leſs than 2 miles; widens again to near 4 miles; is navigable for merchantmen as high as Alloa, 50 miles from the ſea; and for coaſters as far as Stirling, 24 miles further by water, though only 4 by land, in a direct line.

The river ſtill exhibits a ſeries of ſerpentine meanders for ſeveral miles above Stirling, but the tide flows only a full mile higher, to a place called Craigforth, where the proprietor intercepts the paſſage of the ſalmon by a cruive or weir, very injurious to the large tract of country, which ſtretches as far as Ben-Lomond weſtward. The river, from Stirling to the bridge of Aberfoil, at the entrance into the Weſt Highlands, is only paſſable for man or horſe at few places, and theſe in dry ſeaſons. It glides gently through a dead flat, from Gartmore eaſtward, and on theſe accounts it might be made navigable for barges, at a trifling expence to the proprietors of the lands, an improvement much wanted in a rich, extenſive and populous valley, without market towns, coal and lime.

Suppoſing this work to be executed, of which there is ſome probability, the whole extent of navigation on the Forth, will, including all its windings,

* In 1781, admiral Parker's fleet lay ſome days oppoſite to Edinburgh, accompanied by 500 ſail of merchantmen, the whole in full view of the city and caſtle.

exceed

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exceed 200 miles, through a coaſt of nearly 100 miles; fertile, populous, induſtrious; and from Stirling eaſtward, almoſt lined with towns, antiently the ſeats of commerce and navigation, till they were ruined by the Engliſh depredations, in which miſerable ſtate ſome of them ſtill remain, while others begin to reſume the appearance of buſineſs. The principal object of theſe towns was the fiſheries, which they proſecuted with great vigour as far as Iceland, till the time of the union, from which period the eaſtern fiſheries gradually dwindled away; and the poor fiſhermen, unable to ſubſiſt themſelves upon air and water, took up the trade of ſmuggling; but ſo ſoon as the fiſhery laws ſhall be amended, the ſalt duties aboliſhed, and an adequate bounty extended to boats, as well as buſſes, theſe people will readily fall into the track of their anceſtors, live by honeſt induſtry, and add new vigour to our naval ſtrength.

Many of the ports are nearly choaked up, others want repairs, which neither the individuals, nor the corporations of theſe decayed places, can accompliſh.

Though the harbours on the Forth are in general ſmall, the depth of water might be made ſufficient for veſſels of 200 tons burden, which fully anſwers the purpoſes of their coaſting and Baltic trade; but to obtain this, or even a leſs depth of water, an aid of 50,000l. would be requiſite.

Leaving this great river, and its much-neglected harbours, the firſt town from the ſouth entrance is Dunbar, an antient royal borough in Eaſt Lothian, famous antiently for its fiſheries, and particularly its red herrings, this place being the Yarmouth of Scotland, in that branch. Dunbar ſhared, however, in the ſame fate with the eaſtern ports already mentioned; its boat-fiſhery decayed; and its herring-houſes were locked up, or appropriated to other uſes. The herrings having returned to that coaſt, hath

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given new ſpirits to the inhabitants, who have reſumed their former buſineſs of pickling and drying.

Though the town be ſmall, the efforts of the people are great. They are concerned in the Shetland white fiſheries, and others on the eaſt coaſt, from the Tay to Berwick. They have alſo red herring-houſes at Staxigo, in Caithneſs, much to the benefit of the poor natives; and, of late, they have made a ſpirited attempt at the Greenland whale fiſhery.

They ſtruggled hard to participate in the weſtern commerce, by means of a deep-water canal between the Forth and the Clyde, but all their efforts were fruſtrated, through influence and narrow views. Their harbour is ſmall, and its entrance remarkably narrow. It would be endleſs to enumerate the ſhip-wrecks which happen on this eaſtern coaſt, from the want of good harbours, to which veſſels might fly when embayed. In December 1784, the whole eaſtern coaſt, from Yarmouth to the Forth, was covered with wrecks. Some ſhips were thrown upon the ſands, others broke upon the rocks, and many foundered.

At this time an Engliſh ſhip appeared off Dunbar, in great diſtreſs, ſtruggling ſeemingly to make a harbour, which could not receive her. She was now embayed, and at the mercy of the waves; the inhabitants beheld the melancholy event of her being wrecked, without ability to afford relief, in a ſea which run mountains high. Probably one half of the property thus loſt, would have rendered Dunbar harbour a ſafe retreat. At neap-tides it admits veſſels drawing 10 feet; and 14 at ſpring-tides. Three feet more could be gained at the expence of 2000l.

From Dunbar we come to St. Abb's head, on the ſouth ſide of which is the ſmall port of Eymouth, in the Merſe, where conſiderable quantities of herrings have lately been taken by boats belonging to the Engliſh, as well as the Scottiſh coaſt.

On the melancholy occaſion above-mentioned, one of the Leith traders, on her return from London,

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don, made for this little harbour at the height of the tide, and thus ſaved a valuable cargo of merchandize, worth, poſſibly, 15 or 20,000l. beſides the veſſel. Had ſhe attempted the harbour an hour earlier or later, ſhe muſt have been broke to-pieces; and this affords another ſtrong inſtance of the abſolute neceſſity of rendering theſe harbours more commodious for navigation in general, by extending the piers, where practicable, by which ſeveral feet of water will be gained, and ſhips of burden find a ſafe entrance at different periods of the tide.

A few miles further, ſtands Berwic, formerly the capital of Berwickſhire, now the Merſe, and is the laſt port on the Scottiſh ſide of the Tweed. Its harbour is good and ſecure, but its entrance is ſo greatly encumbered with ſands, that no veſſel of burden dare approach it. The exports of Berwic are chiefly grain, ſalmon, eggs, and wool. Of eggs they export to the amount of 10,000l. annually. They are collected from the ſouthern parts of Scotland, as far weſt as the head of the Solway firth, packed up in boxes, with the thick end downwards, and ſent to London, for the uſe of the ſugar refiners.

Abridgment of Anſwers from moſt of the Collectors of Cuſtoms in Scotland, to Mr. Commiſſioner Buchanan's Queries, reſpecting the State of the Fiſheries at their ſeveral Ports.

Cromarty. In the Murray firth, and along the eaſt ſide of Roſs and Sutherland ſhires, to the northernmoſt point at the head of Pentland firth, there are from 2 to 300 boats employed in fiſhing, with 7 or 8 hands to each: theſe boats do not go to any great diſtance; and as the coaſt is very populous upon a conſiderable part of this tract, few of the fiſh are ſent to any diſtant or foreign market.

Aberdeen. The fiſhing near the ſhore at this port is not conſiderable; but if proper veſſels were employed, that could go from 10 to 30 leagues from the

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the coaſt, there is not a doubt but their ſucceſs would be very great, as there is vaſt abundance of cod and ling on that coaſt; and as large ſhoals of herrings come from the northward, in the months of July and Auguſt, a moſt beneficial fiſhery might be expected from them: alſo ſmall bounties for a few years, to encourage the inhabitants to make trials, is ſtrongly recommended. The ſalmon fiſhing on this coaſt is greatly on the decline for ſome years paſt.

Montroſe. There are about 40 ſmall boats employed in fiſhing upon this coaſt, and from 6 to 8 men in each boat. Their fiſh is all conſumed by the country in the neighbourhood. The account of the fiſhery here is pretty much the ſame as at Aberdeen.

Dundee. There are only 3 ſmall fiſhing boats at this place, and what they take is inſufficient for the towns on the coaſt, and they uſe no lines for great cod and ling. About Mar's bank, and the cape, they ſay there are great plenty of theſe fiſh; but they would require decked ſloops to do things to purpoſe there.

Dunbar. Formerly there was a very conſiderable cod and ling fiſhery carried on from this place, as far ſouth along the coaſt, as Holy Iſland in Northumberland. The fiſh were plenty, and the profits very large: the ſtages and houſes are ſtill kept in repair. It is reckoned, the uncertainty of the herring, on which they feed, coming on the coaſt, is a great reaſon why the cod and ling do not come in ſuch numbers. There is this year a better appearance of cod and herrings, than has been on the coaſt for a long time. A bounty is ſtrongly recommended to be given to veſſels fiſhing for herrings in the Dutch way, which is hauling their nets at ſea into the veſſels, and prohibiting the uſe of boats altogether *.

* The writer probably means only the ſhip's boats, as the Dutch uſe none in their herring fiſheries. To prohibit a boat fiſhery unconnected with buſſes, would be cruel and unjuſt.

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Of the Interior Country which joins the two Kingdoms, uſually called the Borders, extending from Berwic to the Solway Firth.

On leaving Berwic we bid adieu to the eaſtern ſhores, and croſs the neck of land which unites the two Britiſh kingdoms, comprehending an extent of more than 70 miles in a ſtraight line, to the Solway firth, which falls into the weſtern ocean. It is a country famed in Britiſh hiſtory for the bravery of the inhabitants, who, inured to military exerciſes, by the frequent wars between theſe kingdoms, as well as the freebooting inroads of individuals, compoſed the flower of the Scottiſh armies, and generally led the van, under the banners of chieftains, whoſe deeds in war were beheld with admiration by all the ſtates of Europe. Theſe were the Douglaſſes, Scotts, Kerrs, Johnſtones, Humes, Maxwells; names formidable even to royalty itſelf, and who ſometimes ſhook the throne, particularly in the reign of James II. when the earl of Douglaſs marched againſt his ſovereign at the head of 40, ſome ſay 60,000 men.

The two kingdoms, though not ſeparated by water, are nearly divided by a natural rampart called the Cheviot hills, which ſtretches in a ſouth-weſt direction from near Berwic to the Solway firth. The above-mentioned inhabitants on the Scottiſh ſide, were therefore called the Cheviots on the border, and celebrated above all others for archery*. But martial atchievements were not the only character-

* Of whom an old ſong ſays:

"The Cheviots——all the border
Were bow-men in good order,
Told enemies, if further,
They mov'd, they'd ne'er return."

Another ſong begins with

"Ye ſtout men of Tiviot dale,
Cloſe by the river Tweed,"

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iſtic of theſe borderers. Love and muſic ſoftened the noiſy ſound of the trumpet, and to thoſe heroes we owe the gentle tales of love, ſo highly painted in Tweed-ſide, and other paſtoral airs, which take their names from the rivers and hills of this country.

The moſt conſiderable of theſe rivers is the Tweed, which riſes at no great diſtance from Edinburgh, and receives all the waters on that ſide of the kingdom, as the Tiviot, the Leeder, the Galla, and the Yarrow.

The Tweed ſeparates the two kingdoms from Berwic to Coldſtream, the diſtance 14 miles. Here, as at Berwic, one end of the bridge ſtands in England, and the other in Scotland. The adjoining village on the Engliſh ſide is called Cornhill, and that on the Scottiſh ſide, Coldſtream.

Thoſe who travel on the ſouth ſide of the river, now quit Northumberland, and enter the ſhire of Roxborough, a large, and in general a fruitful, level county, ſheltered on the ſouth by the Cheviot hills, and watered by many conſiderable rivulets, which fall into the Tiviot. The men of the preſent age are generally robuſt, and fond of reciting the gallant fates of their anceſtors. The black cattle are nearly equal in ſize to thoſe of Northumberland, but the county is open, the farm-houſes are mean, and the country in general hath made little progreſs towards repairing the ravages of the Engliſh armies, though (excepting Cromwell's exploits) two centuries have elapſed, ſince queen Elizabeth put an end to theſe deſolating expeditions.

The north ſide of the Tweed, from Berwic to Kelſo, hath the marks of recent improvements, and excellent cultivation.

The natural appearance of the country, riſing gradually from the river, to the diſtance of 8 or 10 miles northwards, ſets off theſe improvements to great advantage, and here nature and art exhibit, upon the whole, a proſpect little inferior to the beſt parts

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parts of England. This agreeable tract extends as far as Kelso, 24 miles west from Berwic, and 10 from Coldstream. At this place the traveller, after emerging from the mountains of Northumberland, by the Wooler road, perceives one of the softest landscapes in nature, the Tiviot meandering through a rich, level district on the south, and the Tweed flowing gently from the west, unite at the bridge of Kelso, where the Tiviot loses its name, and both roll in one stream to Berwic, meeting the tide about 8 miles above that port.

Kelso is a neat, but inconsiderable market-town, the granary of this fertile district, from whence much grain is sent to Berwic for exportation. The want of inland navigation is a considerable misfortune to this fine country, and to the extensive districts westward. Here is no coal, and little turf or lime. These, and various necessaries of life, must be conveyed from Berwic, Northumberland, or the neighbourhood of Edinburgh, to which places, the natural produce of the country must be sent, by the same tedious and expensive mode of conveyance. It is therefore worthy of inquiry, whether the Tweed could not, consistent with the preservation of the salmon fishery, be rendered navigable for flats or barges, to Kelso.

Property being now secured to the inhabitants, the country populous and fertile, the rivers swarming with salmon, the hills producing the finest wool in the kingdom, afford ample scope for speculation, were the navigation thus opened.

In former times this country was more populous than at present, and here stood the large, antient town of Roxborough, and its potent castle, of which scarcely a vestige now remains. They were destroyed in the reign of James III. king of Scotland, to prevent their falling into the hands of the English, who had often wrested them from the former, in their hostile attempts to subdue that kingdom. This country abounds,

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abounds, alſo, in Roman remains, as encampments and highways, deſcribed by Gordon, and other antiquaries. Its eccleſiaſtical ruins are numerous and elegant, particularly the abbey of Melroſs, founded in the year 1136, by David I. and minutely deſcribed by Mr. Pennant.

On leaving Kelſo,* we croſs an elegant new bridge, and enter Roxboroughſhire, where we are accompanied by the Tiviot to Jedburgh, which, though the county-town, and ſituated in a fertile country, is half in ruins, depending, it is ſaid, upon the precarious reſort of travellers to and from England, where a new road is now forming from Boroughbridge in Yorkſhire, to Edinburgh; which, when completed, will open the fourth communication between the two kingdoms.

The road I am now deſcribing, is called the croſs-road, from its direction eaſt and weſt between the two ſeas, and thereby croſſing the kingdom, and conſequently the main roads from London to Edinburgh.

The firſt ſtage after leaving Jedburgh, is Harvic, lying on the line of the famous Roman highway called Watling-ſtreet, which extended from Dover to Scotland, and may be diſtinctly traced in many parts.

At this place we leave the plains, and find ourſelves in a paſtoral country, amidſt pictureſque vallies, hanging woods, and moſt beautiful mountains, riſing frequently in a conical form, ſo regular in their direction, and uniform in their appearance, as to reſemble the works of art.

At Harvic, we are in the centre between the two ſeas, the diſtance by the road, on each ſide, being about 40 miles. On the weſt ſide there are only two

* The duke of Roxborough hath a ſeat at this place. Alſo Sir John Douglas.

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ſtages, viz. Moſſpaul and Langholm; from thence we arrive at the loweſt bridge upon the river Eſk, which divides the two kingdoms, and from whence the river, now called the Solway firth, gradually widens, till it is loſt in the Iriſh channel.

The tract through which we have paſſed, feeds incredible flocks of ſheep, whoſe wool is the ſtaple of the country, and which, with the ſheep and lambs, afford the inhabitants of theſe beautiful vallies, a ſcanty ſubſiſtence. The ſouth of Scotland produces the beſt wool in that kingdom, but it falls off in quality towards the weſt, owing, it is alledged, to the rains and moiſture which prevail on that ſide, though Ireland, which lies more upon the Atlantic, produces wool, from which ſuperfine cloth is fabricated at Dublin, to an extent far exceeding the general belief of mankind. We alſo find wool of a ſecondary quality, in ſome of the Hebride iſlands, which are ſituated on the line of Ireland, but the quantity is inconſiderable.

Of the towns and manufactures between Berwic and this place, little can be ſaid. We are now 80 miles diſtant, by the road, from Berwic on the eaſt, and 76 from Dalkeith near Edinburgh, on the north, in which ſpace lie the ſhires of the Merſe, Roxborough, Peebles, Selkirk, and part of Dumfries; yet there is not, in this great diſtrict, a town equal in ſize to thoſe of the fifth claſs in England.

The places called towns, are in general a ſet of poor, thinly inhabited, inſignificant villages, though ſome of them, as Lauder, Selkirk, Peebles, and Jedburgh, have the title of royal boroughs. The petty traffic carried on, is chiefly in grain, wool, ſheep and black cattle; the two laſt are ſent moſtly to England. Some feeble attempts have lately been made towards the manufacture of their wool, which in ſeveral parts is thus conducted; they ſend the wool to Yorkſhire

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to be combed, it is then returned to be ſpun into yarn of different griſls; this done, it is ſent to the manufacturing towns of England to be woven and dreſſed, from whence a great part of it, thus manufactured, is again ſent into Scotland for ſale.

Of the Coaſt upon the Solway Firth, comprehending the Counties of Dumfries, Kirkudbright, and Wigtown.

But however deplorable the counties we have been deſcribing, may appear, in regard to manufactures; we are on the verge of a region to which, comparatively, the eaſtern diſtrict is a Yorkſhire, in manufactures and induſtry.

We are now upon Engliſh ground at Longtown, ſituated immediately at the ſouth end of the bridge. The appearance of this village, laid out in regular ſtreets, the houſes uniform, and white-waſhed, the people eaſy and comfortable, afford a ſtriking contraſt to the villages we have left, and thoſe through which we are immediately to paſs. This place owes its elegance and conveniencies to the late Mr. Graham of Netherby in Cumberland, whoſe munificence extended alſo to every farm-houſe, yard, and incloſure, on both ſides of the river, over a tract of ſome thouſand acres; inſomuch, that the property of this family appears like enchanted ground, amidſt dreary ſolitude, wretched ſmoaky hovels, naked fields, ſtarved cattle, and a dejected people, who lament their ſituation on the north ſide of the river*. This

* Upon my expreſſing ſome ſurprize at the contraſt between the appearance of Mr. Graham's farms, and thoſe of the neighbourhood on the Scottiſh ſide, a countryman archly obſerved, "Gude troth, Sir, we are on the wrang ſide of the water; gin ye be an Engliſh man we wad be very glad to niffer lairds wee you, gif it could be done. Your lairds do meeckle gude both to themſelves and the tenants; but our lairds do naething for us, and are ne'er

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This contraſt will appear the more extraordinary to thoſe who attend to the ſoil on the Scottiſh ſide, and the excellent crops produced on thoſe ſpots when cultivated by perſons of property. From Longtown bridge to Dumfries, and even to Drumlanrick on the weſt, a tract of near 50 miles in a ſtraight line, and from the Solway firth, to a great diſtance northward, the country conſiſts, in ſome parts, of a dead flat, in others, of gentle riſings, but the whole is deſtitute of trees and hedges, excepting the diſtricts around Dumfries, which, in crops, verdure, planting, and hedges, rivals England; a proof that the naked appearance of this extenſive tract of low country is owing to the frequent irruptions of the Engliſh armies in former times, and the neglect in the proprietors to repair thoſe misfortunes.

The firſt village on the road, next to Longtown, is the famous Gretna Green, where the rite is diſpenſed by a blackſmith, joiner, or fiſherman, which is to give the deciſive turn or caſt to future happineſs or miſery. When the young couple arrive, they fly up ſtairs, on the wings of love, and ſhould they be overtaken by the incenſed purſuers, before the ceremony hath been performed, they are adviſed to ſlip into bed, and in this manner ſhew themſelves to the purſuers, who ſuppoſing that all is over, make up matters, or depart in rage, imploring all the evils of Egypt to fall upon the ungrateful daughter, and the object of her choice. The price demanded by the prieſt upon theſe occaſions, is from a glaſs of whiſky to two or three guineas. When gentlefolks arrive in a carriage, and ſeemingly in a great hurry he leaves the price to their honours, of whoſe rank he hath generally a hint from the poſtillion from Car-

ſatisfied till they have turned us out of doors without a bawbee in our pouches. Yet they are ay poor and ay ſeeking mair ſiller for their lands. Gif they wad ſtay at hame, inſtead of dangling about the toon of London, where they are nae meikle thought on, we wad fare the better, and they ne'er a bit the worſe."

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liſle; who, ſhould the prieſt be from home, will undertake the friendly office, purely from the ardour of his regard to quality ſo generous and good.

After travelling a few miles on a level good road, we arrive at Annan *, a ſmall royal borough, pleaſantly ſituated on a river of the ſame name, abounding in ſalmon, and navigable, within half a mile of the town, for veſſels of 250 tons burden. It was formerly a place of trade, but lying contiguous to the Engliſh border, and in the track of their weſtern incurſions, it was often pillaged, deſtroyed, or burned; the laſt of theſe deſtructive inroads was in the reign of Edward VI. when lord Wharton, preſident of the marches, burned the town and demoliſhed the church.

The export trade of Annan at preſent, conſiſts of grain only, and that in no great quantity. The Solway firth is, at this place, above 2 miles in width; the incloſures, planting, and verdure on the Engliſh ſide afford a delightful proſpect, and a moſt ſtriking contraſt to the naked fields on this ſide. Appearances begin however to mend, as we approach Dumfries. On the left is Comlongam, the birth-place of lord Mansfield; the antient part of the building, though the walls are above 12 feet in thickneſs, hath yielded to time, and is moſtly in ruins.

At a ſhort diſtance we arrive at Lockermoſs, a flat of 10 miles in length, and 3 in width; which, from the proſtrate large trees and other appearances, ſeems to have been an extenſive foreſt, overwhelmed by the ſea; but we have no light from hiſtory or tradition, at what time this great inundation happened. Some canoes, hollowed with fire, having been found in the moſs, ſeem to carry that event to a very remote period.

* On a line with Newcaſtle, and nearly a degree to the ſouthward of Berwic.

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The inhabitants of Dumfries have lately divided the town's ſhare of this moraſs, and the individual property being thus aſcertained, ſome ſucceſsful attempts have been made in raiſing grain, hay, willows, and other vegetable productions ſuited to moſſy ſoils.

On the left, near the Solway firth, is the antient caſtle of Caerlaveroc, which, though frequently beſieged by the Engliſh, from the year 1300, when it was taken by Edward I. is ſtill in better condition than moſt of the old fortreſſes of that kingdom. It was the property of the antient and warlike family of Nithſdale, who, from the number of beds, amounting to 80, found in the caſtle by Cromwell's troops, ſeem to have lived in great ſtate. The great hall is 91 feet by 26. On the walls are various carvings, as coats of arms, legendary tales, and Ovid's fables, all neatly executed.

The caſtle ſtands on the edge of the Solway firth, which now widens to 9 miles, and receives the river Nith, a copious ſtream, furniſhed, 6 miles below Dumfries, with a harbour ſufficient to admit veſſels of 250 tons burden; ſmall craft go with the tide as high as the town. The banks of the Nith on both ſides, between Dumfries and its port, are beautifully ornamented with villas, groves, natural woods and well-encloſed fields; the whole forming a rich landſcape, and a moſt delightful outlet to the inhabitants of Dumfries, a ſmall, but elegant town, capital of the county, and of the ſouth of Scotland between the two ſeas. It was antiently a place of conſiderable commerce, though often ruined by the Engliſh, who made Dumfries their head quarters, from whence they extended their ravages to the weſtern extremity of Airſhire, where the firth of Clyde bounded theſe excurſions.

The inhabitants of the laſt age attempted the Virginia trade, which they were obliged to reſign to Glaſgow, Whitehaven and Liverpool, ſince which

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period they have lived by one another, without commerce, ſhipping, or manufactures worthy of being mentioned. Many of the inhabitants are, however, in eaſy circumſtances, and few places in Great Britain are better calculated for being the reſidence of thoſe who prefer a tranquil, to a buſy life. The town is neat and clean; the country and river are delightful; butchers meat, poultry, ſalmon and other fiſh, are good and cheap; and the place, though not a ſeat of trade, is enlivened by the reſort of travellers to and from Ireland, Airſhire and Glaſgow.

On leaving this agreeable town, by the Port Patric road *, we croſs the Nith over a bridge of 9 arches, and enter the ſhire of Kirkudbright, which, with that of Wigtown, compoſed the antient province of Galloway, a name ſtill retained by the natives and their neighbours. It gave its name to a numerous breed of ſmall ſtout horſes raiſed in this country, though now applied indiſcriminately to all horſes of that ſize.

The aſcent of the road, after croſſing the bridge, affords a rich proſpect of the windings of the Nith, through an extenſive well-improved country, bounded on the north by mountains, but open on the eaſt, as far as the eye can reach, the neareſt mountains on that ſide being the weſt end of the Cheviots. Having reached the ſummit, we enter upon an open mooriſh country, and have a diſtant view of England as far as St. Bee's Head, near Whitehaven, the moſt weſterly land in that diviſion of the kingdom.

* The earl of Hillſborough preferring the paſſage by Port Patric, was the chief promoter of this road, for which the whole country is under the greateſt obligations to his lordſhip. Previous to this improvement, Galloway was little known; the old deſcriptions given by Buchannan, Boethius, and other writers, are extremely defective; no traveller hath attempted a modern account, and of the coaſt, after leaving the main road to Port Patric we are almoſt entirely in the dark. I was therefore deſirous to viſit theſe unknown ſhores, and to follow the directions of the capes and bays, however inconvenient, either on horſeback or on foot.

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A the diſtance of 15 miles from Dumfries we arrive at Carlingwork, a ſmall village, ſituated between the river Orr, on the eaſt, and the Dee, on the weſt. Theſe rivers approach within 8 miles of each other, and both of them being navigable for craft, it is propoſed to join them by a ſmall canal, which is already begun at the expence of the proprietors of the lands, and when completed, will realize many acres of very improveable ground.

At this place I left the main road, and took a ſouthern courſe for Kirkudbright, the ſhire town, and formerly a conſiderable trading port, at preſent the ſeat of poverty and indigence. It ſtands on the eaſt ſide of the Dee, where ſhips of conſiderable burden may lie in perfect ſecurity from all winds. The bay that forms the entrance of this river gave ſhelter to king William's armament during the Iriſh wars, and is honoured with the reſidence of the earl of Selkirk, whoſe ſeat and gardens it environs at high tides. From this place the country is various, to Gatehouſe, a ſmall village on the river Fleet, which falls into a bay of the ſame name, but without trade of any kind. This place is accommodated with an inn, not only commodious, but elegant; and here it may be proper to remark, that the whole croſs country from Berwic to Gatehouſe, is furniſhed with inns and ſtabling equal to thoſe of England in their appearance, and greatly ſuperior in the quality of their wines and liquors.

From Gatehouſe to Creetown, the beſt and moſt agreeable road lies cloſe upon the ſhore. It is a fine level coaſt, lined with gentlemens ſeats on one ſide, and enriched with ſea views on the other. But the ſhorteſt way is through the moors, where a military road hath lately been formed, with little judgment, over hills and mountains by which the cattle are fatigued, the paſſengers diſguſted, and the journey unneceſſarily protracted.

Creetown is a ſmall village on the eaſt ſide of

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Wigtown bay, near the mouth of the river Cree, which is navigable ſome miles higher, to Carty port, near Newtonſtewart, a conſiderable village, pleaſantly ſituated in a fertile country, abounding with all the real neceſſaries of life, particularly extenſive woods of full-grown trees, which overhang the banks of the Cree, and the waters which fall into it from the north.

We are now in Wigtownſhire, which is ſeparated from Kirkudbright by the Cree; it is the moſt ſoutherly county in Scotland, almoſt ſurrounded by water, and hath 3 capacious bays, viz. thoſe of Wigtown, Glenluce, and Stranrawer, uſually called Loch Ryan. The poſt road leads directly through the centre of the county to Port Patric, but my intention being coaſt-ways, I kept along the weſt ſide of Wigtown bay to the ſhire town of that name, an inconſiderable place, beautifully ſituated at the mouth of the river Bladenoch, and ſurrounded with extenſive fields, producing large crops of wheat, oats, and barley.

Little can be ſaid in favour of the port of this place, but after a ſhort ſtage through a rich country due ſouth, we come to Garlieſton, a village ſituated on the edge of a ſmall bay, where veſſels of conſiderable burden may ride in perfect ſecurity, on good anchoring ground. This place is the property of the earl of Galloway, whoſe family reſidence lies at a ſhort diſtance. The gardens and pleaſure grounds, extend to the edge of the bay; and command extenſive views of land and water.

The ſame appearances of fertility continue to Whitehorn, an inland royal borough, antiently the epiſcopal ſee of Galloway, founded, according to Bede, by St. Ninian, and famous for its noble priory and other eccleſiaſtical buildings. Of theſe edifices ſcarcely a veſtige remains by which we can trace their magnitude and ſituation. The town alſo, exhibits a melancholy picture of decay, and ſeems to have ſuffered

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fered greatly in the general wreck of the kingdom. The houſes have the marks of venerable age; ſome in ruins, others open at the roofs, and the ſtreets partly overgrown with graſs. As this place lies at a conſiderable diſtance from the main road, and there being no allurements for Engliſh riders, I was not much offended at the curioſity of the inhabitants, who were eager to know the motives of a ſtranger's appearance at the royal borough of Whitehorn.

Three miles ſouth-eaſt is the ſmall iſle of Whitehorn, ſeparated from the continent by a narrow channel, and here veſſels of burden may find ſafe anchorage. This diſtrict, from Wigtown ſouthward, is properly a peninſula, formed by Wigtown bay on the eaſt and Glenluce bay on the weſt, and is upon the whole a rich corn country; ornamented with gentlemens ſeats, planting, and well-encloſed parks. The extremity of the peninſula is called Burrow-head, and lies in a line with the mull of Galloway, which forms the weſt entrance of the bay of Glenluce.

Having got to the *ne plus ultra* of the kingdom, I propoſed to return northward along the weſt coaſt of the peninſula, waſhed by the bay of Glenluce, abounding in ſmall creeks and ports, particularly Port William, a handſome village, riſing into conſequence through the liberal aſſiſtance of Sir William Maxwell, the proprietor of that diſtrict.

From Port William we ſtill keep along the coaſt to Kilfillan bay, the port to Glenluce, an antient and ſeemingly decayed town at the bottom of the bay, and here we again fall in with the road to Port Patric, which contributes to enliven this otherwiſe ſolitary place. The town lies on the eaſt ſide of the river Luce, which having croſſed, we travel through an almoſt continued avenue, and a well-improved country, to Stranrawer, at the diſtance of 10 miles.

The proprietors who have thus diſtinguiſhed themſelves for the benefit of their families and country, are Sir Thomas Hay, whoſe grounds we enter

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upon croſſing the river Luce; Meſſrs. Adair, Roſs, Cathcart, Dalrymple, and the earl of Stair, reckoned among the firſt improvers in the kingdom, whoſe reſidence is at Culhorn, on the ſouth ſide of the road; but the antient family ſeat was at Caſtle Kennedy on the north ſide, one of the moſt entire caſtles now exiſting in Scotland, ſurrounded almoſt with water and pleaſure grounds, kept in excellent order, and affording an agreeable view to every traveller.

This road croſſes the country to Stranrawer, and from thence to Port Patric, but the coaſt road lies upon the weſt ſide of Glenluce bay, where veſſels ride ſecure in all winds, the eaſtern points excepted. This direction leads to the mull of Galloway, a promontory well known to mariners who navigate the Iriſh channel; and here we are again in the latitude of Burrowhead, which now appears at the diſtance of 10 miles eaſtward.

Theſe two capes are ſituated in north lat. 54-44, nearly on a line with Belfaſt, Whitehaven and Durham.

North from Dublin	96	geographical miles.
——————Amſterdam	164	
——————London	226	
——————Paris	413	
South from Copenhagen	68	
——————Edinburgh	84	
——————Stockholm	336	
——————Peterſburg	371	
——————Bergen	383	

Being upon a medium, half way between the capital of France and thoſe of the northern ſtates of Europe.

Such a ſituation implies an extenſive commerce, and flouriſhing manufactures; and ſtill more ſo, when natural advantages, ariſing from a coaſt of 82 miles in length, without including the curves occaſioned by headlands; which coaſt is furniſhed with

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above 50 ports or creeks, ſome adapted for veſſels of burden, as thoſe of Annan, Dumfries, Kirkudbright, Garlieſtown, the iſle of Whitehorn; others, ſufficient, or which at a ſmall expence might be made ſufficient, for the admiſſion of fiſhing buſſes, or ſmall decked veſſels. On the land-ſide we perceive a ſhore fertile in grain, of which many cargoes are annually exported to Greenock, the Highlands, Dublin and Liverpool*.

The back country is leſs fertile, being compoſed chiefly of rock, thinly covered with earth, producing only heath and ſhort graſs, on which, however, an incredible number of ſmall ſheep, black cattle and horſes, are annually raiſed, both for the home and Engliſh market.

The marine productions are ſalmon, eels, white fiſh, and generally herrings, in greater or leſſer quantities.

Here, therefore, is a ſufficiency by ſea and land, for the ſupport of the people, and a ſurplus for the relief of others; with every natural conveniency of ports and harbours for facilitating fiſheries and commercial intercourſe.

We are next to conſider the relative ſituation of this coaſt with other countries, and the advantages of its local ſituation for trade and fiſheries. It lies in the centre of the three Britiſh kingdoms, nearly at an equal diſtance from Land's End on the ſouth, and the Pentland firth on the north; alſo, between the Britiſh ſea on the eaſt, and Ireland on the weſt. It is (taking the centre of the coaſt as the medium diſtance) within half a day's ſailing of Whitehaven, Workington, Maryport, and other trading towns in

* In the memorable year 1782, this country ſent ſeveral cargoes of grain and meal to Greenock and Port Glaſgow, which contributed to keep the people from ſtarving; they alſo ſent conſiderable quantities of barley to Liverpool and Dublin, at great prices. Their crops happened to be good, and their harveſt was early, while other parts of theſe kingdoms experienced the reverſe.

Cumberland

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Cumberland—the counties of Down and Antrim, the ſeats of manufactures, bleacheries, fiſheries and navigation in Ireland—the iſle of Man, remarkable for its great herring fiſheries—within two days ſailing of Glaſgow, Liverpool, Dublin and the Iriſh fiſheries—and within three days ſailing, with a fair wind, of the Hebride fiſheries. We may alſo notice its very favourable ſituation for the American and Weſt-India trade, opening immediately to the Atlantic, and enjoying all the advantages of the Clyde, and the coaſts on the Iriſh channel.

Having thus enumerated the bountiful diſpenſations of the Author of Nature, to this coaſt, we ſhall now ſtate the improvements of ſuch gifts, by the inhabitants.

Of ſhipping, and foreign trade, they have none, the exports of grain and meal, by barks and ſloops excepted.

Of buſſes, for the Iriſh and Hebride fiſheries, they have not a ſingle veſſel.

Of manufactures in ſilk, cotton *, wool, linen, thread, iron, copper, lead, ſteel, ſalt, leather, ſoap, &c. they have not the ſmalleſt appearance.

Hearing theſe circumſtances repeated, without variation, at every village, town, or royal borough, I loſt all patience: "Unhappy beings! how in the name of wonder, do you get a ſubſiſtence?" "We do a little," anſwered they, "in the ſpirit way; we ſmuggle a little:" A proof, among many others, that of all trades, that of ſmuggling, however flattering to ſpeculation, is the moſt fallacious in the experiment.

Previous to the union, this coaſt, as before obſerved, had ſome traffic and ſhipping. Some of the ports were reſpectable, when Greenock, Rothſay, and Campbeltown, were compoſed of a few thatched cottages, and when Port Glaſgow had no exiſtence. The high duties to which Scotland ſub-

* I have juſt been informed that cotton mills are now building at Annan, and Newtonſtewart.

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jected itself at the union, held out allurements too flattering for human avarice, and many persons who had procured a livelihood by trade and fisheries, betook themselves to illicit practices, of which we see the fatal consequences wherever that custom prevails, but more particularly on this coast, from one end to the other. This will be further illustrated in the comparison between the present state of these ports, and the four places above-mentioned.

The former took to smuggling; they are beggared, and many of their towns are in ruins. The latter applied to trade, manufactures and fisheries—they are comparatively opulent—elegant buildings; and regular streets occupy the place of straggling thatched huts—their bays are now accommodated with excellent keys, wharfs and storehouses, and a foundation is laid for extensive commerce with Europe and America.

Similar causes will produce similar effects on the Solway firth, as soon as the inhabitants shall apply to ship-building, the making of sails, nets, ropes, salt, casks, and whatever is necessary for the complete equipment of fishing and coasting vessels, in which they have the example of their neighbourhood, in Cumberland, Ireland, the isle of Man, Campbeltown, and Rothsay.

In 1772, the small town of Campbeltown fitted out, and entered for the herring fishery 95 decked vessels, which employed 1235 seamen, and gave employment to persons of all ages belonging to the town and its neighbourhood, from 6 to 80 years or upwards. Now, supposing that the inhabitants of at least 150 miles of coast, including the curves, upon the Solway firth, shall begin to build and equip the same number of vessels, (which, I believe, will be nearly 2 vessels upon an average, for each port or creek) the good effects of this first attempt, would be quickly felt amongst a people who have been long devoted to sloth and indigence, while the returns on the sale of herrings, would incite new enterprizes.

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Perſons of both ſexes, and of all ages, would be fully employed and well paid; the whole coaſt would aſſume a new appearance, and joy would gladden every face, inſtead of that dejected gloom which is the preſent characteriſtic of the people of Galloway.

Such would be the conſequences of exchanging the idle habits of ſmuggling for the more certain profits which the ſea affords; and while the inhabitants of the ſhores were thus engaged in the various branches depending on the fiſheries, which may be called the maritime ſtaple of Scotland; ſome attempts might be made towards introducing induſtry through the inland parts of this diſtrict, where the trade of grazing gives employment to a few hands only, while the main body of the people drag out a life in idleneſs and penury. The great national ſtaple of Scotland is the linen manufacture, linen-yarn, and thread; for which there is an unbounded demand in both kingdoms; but ſuch is the inattention of theſe ſouthern inhabitants to induſtry, that while, in 1783,

	Yards.	Value.
The linen ſtamped for ſale in the whole kingdom was	15,348,744	775,100
In the county of Angus alone	6,742,387	177,105
In the counties of Dumfries, Kirkudbright and Wigtown, to which the habitable part of Angus is as 1 to 8, only	47,519	2,167

If the neglect of the fiſheries by theſe people, while all their neighbours are riſing into conſequence by means of that branch, afford matter of ſurprize; the neglect of the linen manufacture muſt appear equally unaccountable in a province furniſhed with ſome hundred ſtreams, many of them conſiderable, and all of them proper for bleaching.

This

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This coaſt alſo lies within ſight of that part of Ireland, where the greateſt manufacture of linen in the known world is carried on, by the deſcendants of Scotſmen, chiefly from theſe ſouthern coaſts. The weſtern extremity of Galloway approaches ſo near the counties of Down and Antrim, that the bleachers of the latter may be diſtinctly ſeen with the naked eye. To thoſe bleacheries the farmers of Galloway and Cantire ſend their webs to be whitened, for the uſe of their families, ſaddled with the expence of carriage by land and water.

Upon the whole, theſe countries ſeem to be little removed from a ſtate of nature; it would therefore be meritorious in the board of truſtees at Edinburgh, to encourage certain experienced perſons to inſtruct the people in ſpinning, weaving, bleaching; alſo, in manufacturing materials for the fiſheries.

The coaſt, or the greateſt part of it, labours under ſome natural impediments to infant manufactures, which may in part be removed, with little or no expence to the public. It hath neither coal, lime, turf, nor freeſtone. The coal is therefore brought from Whitehaven, burdened with a high duty, beſides freight and port dues, in loading and unloading. The lime is ſubject to the ſame expenditures, the duty excepted. When theſe articles arrive at the ports, another expence attends the carriage to the inland parts, which is performed by little carts, each drawn by a ſmall horſe, * ſometimes two.

* "The carriages in common uſe," ſays Dr. Johnſon, in his Tour through Scotland, "are ſmall carts drawn by one little horſe; and a man ſeems to derive ſome degree of dignity and importance from the reputation of poſſeſſing a two-horſe-cart."

Theſe carts are, however, ſubject to the ſame duty as carts in England, which contain four times the quantity. The ſame obſervation is applicable to the duty on horſes. In Scotland the horſes in general uſe amongſt the farmers, are not, upon an average, worth above 7l. each, being generally ſmall and lean, from hard labour, upon a ſcanty ſubſiſtence; in England the farm horſes are large, well-fed, and able to draw againſt 2 or 3 of the former, on which accounts theſe duties ſeem unequally levied.

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On theſe carts, which, when drawn by a ſingle horſe, carry a quantity equal to the load of two London wheel-barrows, a duty was laid in 1783, of 2s. each; and in 1784, it was enacted, that the half-ſtarved farmers who ride theſe half-ſtarved horſes, ſhall pay a duty of 10s. for each horſe ſo rode upon; which duties on horſes and carts, in a country thus miſerably circumſtanced, have occaſioned univerſal diſcontents and murmurings, while the revenue derived therefrom, after deducting the expence of collecting, &c. is ſcarcely worth bringing to account.

The people of theſe parts alſo behold, with much concern, the unequal prices, between that coaſt and Ireland, of candles, ſoap, ſalt, leather, iron and other neceſſaries, for manufactures, fiſheries and common uſe, owing to the high duties to which the Scottiſh nation are ſubject.

Abridgment of Anſwers, &c.

Dumfries. The cod fiſhery in the Solway firth is very inconſiderable, owing to the rapidity of the tides, and the bottom being all looſe and ſandy. Upon the Engliſh ſide it is better, the bottom being harder and firmer, and of courſe more food for the fiſh. The ſalmon fiſhery is the moſt conſiderable on this coaſt. They have alſo a little herring fiſhery, moſtly towards the iſle of Man, but of no great conſequence.

Kirkudbright. The cod fiſhing on this part of the coaſt, is alſo very poor, and the herring fiſhing trifling. The beſt are the ſalmon fiſheries, one of which alone is let for 384l. and is moſtly carried to the Liverpool and Whitehaven markets, and a few to the Weſt Indies.

Wigtown. The cod fiſhing near this, is better than in the two former ports, but not very conſiderable. The herring fiſhery very indifferent, and the

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the ſalmon fiſhery good. It appears plain to me, that the ſmallneſs of the fiſhing on the coaſt of theſe ports, is more owing to ſmuggling, than want of fiſh, and that if proper veſſels were ſent farther out to deep water, they would find no ſcarcity of fiſh.

Of the Firth of Clyde, from the Mull of Galloway to Greenock, including the Coaſt of Airſhire, Renfrewſhire, and Part of Wigtownſhire.

Soon after leaving the mull of Galloway, we enter the eaſtern coaſt of the firth of Clyde,* which ſtretches 90 miles in a ſtraight line northward to Greenock, the principal port on that river, and of the whole kingdom, near which place it ceaſes to be navigable for ſhipping.

This coaſt lies in the form of a creſcent, part of Wigtownſhire compoſing the headland on the ſouth; Renfrewſhire on the north; and Airſhire in the centre.

The proſpects from the hills around the mull of Galloway, are magnificently grand. We have here extenſive views of the Atlantic, the firth of Clyde, and the Iriſh channel. On the north appears the craig of Ailſa, riſing from the firth of Clyde in a conical form, to a great height; weſtward is the far-projecting peninſula of Cantire, which ſtretches within 13 miles of the county of Antrim; beyond, on the north-weſt are ſeen Ilay, and the paps of Jura; due weſt the county of Antrim; on the ſouth, is the county of Down, the coaſt of Cumberland, and the iſle of Man. Some writers affirm that this coaſt may be ſeen from Snowdon in Carnarvonſhire, with the naked eye; but, as the diſtance between that lofty mountain and Galloway, is 115 miles, it is probable that the land ſeen from Snowdon, is the mountains of Mourne, in the county of Down, which may, at ſuch a diſtance, be very eaſily miſtaken for the Scot-

* This extenſive coaſt is alſo undeſcribed by travellers.

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tiſh coaſt. No part of Wales is diſcernible from the latter.

The weſt coaſt of Galloway, facing the Atlantic, abounds in ſmall bays, but being expoſed to the violence of the north-weſterly winds, theſe openings are little frequented, excepting Port-Patric, a ſmall harbour oppoſite Donnaghadee in Ireland, from which it is diſtant ſcarcely 20 miles, and is therefore the ſtation of the packets to and from that kingdom. Perſons of diſtinction, to avoid a ſea voyage of 60 miles between Holyhead and Dublin, frequently go round by Port-Patric, where they are wafted over in 3 or 4 hours. This place is 90 miles from Glaſgow; 132 from Edinburgh; 136 from Dublin; and 419 from London, by the Carliſle road.

We now turn the Fairland point, which forms the ſouth entrance of Loch Ryan, one of the moſt commodious bays in theſe kingdoms; very acceſſible; well ſheltered from all winds, excepting the north-weſt; with good anchoring ground, of ſufficient depth, in ſome parts for men of war, and in general for merchantmen. It is near 8 miles in length, and 1½ at its entrance, from whence it widens to 2½ miles. At the head of the bay lies Stranrawer, a royal borough, admirably ſituated for trade and fiſheries, eſpecially in ſeaſons when the herrings viſit the bay; of which they availed themſelves, as appears from their exports in 1758, amounting to 13,121 barrels; they alſo attempted the Hebride fiſheries by decked veſſels, but that trade is at preſent nearly extinguiſhed, though the inhabitants are ſtrongly diſpoſed, and well qualified for a maritime life.

The road for Airſhire continues about 8 miles on the north edge of the bay, and hath a commanding view of the oppoſite coaſt, which, owing to the good taſte of certain perſons of diſtinction, is finely laid out and well incloſed with thriving hedges. The coaſt at the north entrance of the bay being lofty, and almoſt perpendicular rocks, waſhed by the ocean, does

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does not admit of a road for travellers; the gentlemen of this county, and Airſhire, have therefore formed a good road through Glen-Nap, a moſt ſequeſtered valley, ſeveral miles in length, watered as uſual by a meandering river, which, after collecting the tributary rills of the mountains on each ſide, loſes itſelf in Loch Ryan.

Upon emerging from this glen, the coaſt of Ireland, Cantire, Ailſa, Arran, and other objects, riſe gradually to view. We are now in Airſhire, which conſiſts of three great diviſions, viz. Carric, on the ſouth; Kyle, in the centre; and Cunningham, on the north; the whole compoſing one of the largeſt counties in the ſouth of Scotland; for the moſt part fertile, highly cultivated, incloſed with hedge-rows, ornamented with numerous ſeats, parks and pleaſure grounds of nobility and gentry; abounding in grain, large well-fed cattle and ſheep, coal, limeſtone, and timber.

Its rivers are numerous, ſome of them conſiderable, and generally ſtocked with ſalmon. Its extenſive coaſt, of 60 miles in a line, is ſometimes viſited by the ſhoals of herrings, frequently by fiſh of the leſſer whale kind, and is at all times the repoſitory of white fiſh. Nature having done ſo much by ſea and land, we ſhall next ſtate the *per contra*, on the part of the inhabitants.

After a ſhort ride upon the high lands above Glen-Nap, we deſcend to the coaſt, where the river Stincher falls into the firth of Clyde, forming a harbour for ſmall veſſels, but in a ſtate of nature.

A poor little village, without any appearances of trade or manufactures, called Balintrae, enjoys, or rather abuſes, this fine ſtation for fiſheries of various denominations. Now and then an old man brings in 10 or 12 dozen white fiſh upon ſpeculation, and if per chance, 2 or 3 travellers ſhould dine or ſleep in the village, his fortune is made for that day, and the next. Sometimes theſe indigent perſons will ſell

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haddocs, whitings, and ſmall cod, to the amount of 2 ſhillings.

From this place to Girvan, at the diſtance of 15 miles, the road is cut along the edges of verdant mountains riſing ſlantingly from the ſea, to a great height, and affording excellent paſture for ſheep, whoſe appearance relieves the timorous mind, for wherever ſheep can feed, no danger is to be apprehended in travelling; beſides, the edge of the road is fenced with a low wall. In ſome parts the road riſes, ſeemingly, to the height of 300 feet from the ſea; while above, there appears to be more than double that height. Every object, whether above, below, or at a diſtance, is enchanting to the ſight, and the whole compoſes, in clear weather, one of the fineſt proſpects in theſe kingdoms. Cumberland and the iſle of Man, now diſappear; Ireland is faintly ſeen at a great diſtance due weſt; but Ailſa, Cantire, Arran, and the Highland mountains, are in full view. The ſhipping paſſing to and fro, contribute to enrich the proſpect.

Girvan, a large and populous village, is ſituated at the mouth of the river Girvan, which alſo forms a natural harbour where fiſhing veſſels might find ſufficient water. From this coaſt the craig of Ailſa lies 9 miles weſt, and 19 miles from the oppoſite coaſt of Cantire. This rock is 2 miles in circumference at the baſe, is acceſſible only at one place, and riſes to a great height in a pyramidical form. A few goats and rabbits pick up a ſubſiſtence among the ſhort graſs and furze; but the importance of the rock conſiſts in the great variety and boundleſs numbers of birds, by which it is frequented, particularly the gannets or ſolan-geeſe, whoſe young are uſed at the beſt tables, and bring a good price. Other birds are caught, for their feathers. The rock is rented from the earl of Caſſils at 33l. per annum. The depth of water around the baſe is from 7 to 48 fathoms. It is ſurrounded with excellent banks, well

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ſtocked with cod and other white fiſh; but ſuch is the infatuation of the people on the coaſt of Airſhire, that theſe banks are little frequented. There are two roads from Girvan to Air; one by the ſhore, which, in ſome parts, leads over the ſands, and is only paſſable at certain times of the tide; it is properly a horſe-road, and that only for perſons acquainted with the coaſt. The beſt, and moſt frequented, though not the ſhorteſt road, is by Maybole, diſtant 15 miles.

On leaving Girvan we loſe ſight of the firth of Clyde, and its diſtant proſpects; the road is entirely inland, through an extenſive, beautiful, and populous valley, watered by the river Girvan, affording an agreeable variety, after the hair-breadth eſcapes, and diſtant views in the former ſtage. Of the ſeats in this valley and neighbourhood, that of Sir Adam Ferguſon exceeds all others in ſituation, elegance and taſte. The grounds are beautiful, the planting is conſiderable, judiciouſly ranged, and in excellent condition. Other particulars could be mentioned, which give ſtill a higher degree of pleaſure, but as theſe ſpeak for themſelves, every where around, we ſhall not attempt further explanation.

Towards Maybole, the low country opens to a great extent, on the north and eaſt, in which direction the eye ſcarcely perceives a boundary. Maybole is a ſmall but antient town, with little trade, at the diſtance of 5 miles from the coaſt, and 9 from Air. Towards this laſt place we croſs the river Don, over a bridge of one arch, ſaid to be wider than that of the Rialto at Venice. A little further, is the large river Air, on which ſtands the capital of this extenſive county, formerly a place of good trade, and ſeat of fiſheries; all of which have vaniſhed, and the people live by one another. Air appears, from hiſtory and other documents, to have been a conſiderable place at the time of the Norman conqueſt; the vouchers of its antiquity are corroborated by an elegant building, called the Croſs, which hath eſcaped the deſtructive

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rage of the laſt and preceding century. The date on this fragment of antiquity is 1055, conſequently it hath ſtood in its place above 730 years, and it is to be wiſhed that the majority of the inhabitants will unite in preſerving it from being deſtroyed by perſons who have expreſſed a ſtrong deſire to that purpoſe. In 1557, the tax levied upon Air was 236 pounds Scots; upon Glaſgow only 202. In 1771, Air was aſſeſſed at 15s. ſterl. and Glaſgow at 18l. 10s. In 1751, the pickled herrings exported from Air, were 6624 barrels; ſince the year 1777, none. Theſe revolutions appear the more extraordinary, when we conſider the very advantageous ſituation of Air, both by land and water; the fertility of the country; the riches of the ſea; its contiguity to the weſtern fiſheries, on one ſide, and to Glaſgow, on the other; the large returns for cattle, grain, and coal; the ample revenues of the town; and particularly the conveniency of its harbour for fiſhing veſſels of every conſtruction. It may however, be preſumed, that a ſober, intelligent people, ſtrongly diſpoſed to induſtry, will avail themſelves of the propoſed regulations to unfetter the fiſheries, annihilate cuſtom-houſe impoſitions, and facilitate the home markets. Completing the great canal, will alſo facilitate the revival of a commercial ſpirit on this coaſt; while on the weſt, a ſhort and ſafe paſſage to the Hebrides will not only open new enterpriſes in the herring and white fiſheries, but alſo enable the inhabitants of Airſhire to ſupply the poor Highlanders with grain, meal, and coal, of which the former have a redundancy, thereby opening new ſources of traffic, to the mutual benefit of the rich as well as the poor country.

Twelve miles due north lies Irvine, a neat ſmall port, which formerly had ſeveral buſſes in the herring fiſhery. At preſent that branch is given up, but the inhabitants ſtill employ a number of brigs in the coal trade to Ireland. Some years ago, it was reſolved to pull down the old church of this pariſh, and erect another on its ſite, when the workmen diſcovered a cemetery containing

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taining a number of ſtones, whereon were cut the effigies of armed knights, as large as life, in excellent workmanſhip, with inſcriptions in the Saxon character, ſuppoſed to import the name, quality, and other particulars of the warriors, whoſe remains had been there interred; but ſuch was the ignorance of the inhabitants, that the effigies and writings were effaced, to prepare the ſtones for the new building.

Six miles further, is Saltcoats, whoſe fiſheries have dwindled from 12 to 5 buſſes; but the inhabitants have not loſt their ſpirit; they employ ſeveral veſſels in the coal trade to Ireland; and have eſtabliſhed ſome ſalt-works, a rope-work, and the trade of ſhip-building.

Saltcoats is the laſt and moſt northern town in Airſhire, from whence decked veſſels are fitted out. It is alſo the only port along the extenſive and very dangerous coaſt between Loch Ryan and Greenock, that admits of improvement, for the protection or ſhelter of veſſels, in all kinds of weather, and in every time of the tide. To the want of a ſafe aſylum on this bare coaſt, none of the harbours having more than 13 feet water at ſpring tides, hath been owing the loſs of many ſhips and valuable cargoes, among which were the Ann, the Jeany, and Murdoch, of Glaſgow, and the Thomas of Hull, within theſe few years. Had a fourth part of the value thus loſt, been applied to the enlargement and deepening of this harbour, theſe accidents would have been prevented.

Nature hath almoſt completed the work, by running out two low rocks in the form of a horſe-ſhoe, to the depth of 16 to 18 feet water, on which piers might be built at no great expence to the public, though far beyond the abilities of a ſmall town without revenues, and whoſe main ſtaple, the fiſheries, is almoſt extinguiſhed. The expence of extending the piers, and deepening the harbour will not exceed 8000l.

From this place to Greenoch, diſtant 28 miles,

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the coaſt becomes lofty, affording no protection in ſtrong weſterly winds, for veſſels of any ſize, a ſmall channel, called the Fairly road, excepted. Neither is there any place, that can with propriety be called a town, upon that ſhore, or within 10 miles of it *.

Between the main land of Airſhire and the coaſt of Cantire, is the iſle of Arran, 14 miles in length, and 9 in its greateſt breadth, where are the remains of ſalt-works, coal-works, and other appearances of trade; but at preſent the whole iſland exhibits one continued ſcene of poverty and dejection, bordering on deſpair. This iſland is ſurrounded with fiſheries of various denominations; and here are the bays of Lamlaſh, Brodie, and Ranza, where ſhips of any burden may ſafely ride in all weather. At the bottom of the bay, was a fine circular pier, now in ruins. In 1558, the earl of Suſſex carried his fleet into this bay, where he landed, burned and deſtroyed the whole country around; having performed this ſervice, he proceeded to the ſmall iſland of Cumbray, which he ſerved in the ſame manner.

I ſhall cloſe this ſurvey of the weſtern coaſt, with the following remarks:

* So late as the year 1263, the Norwegians made a freſh invaſion on the weſt of Scotland, with a fleet of 160 ſail, and an army of 20,000 men, commanded by Haquin king of Norway, whoſe ravages on the coaſt of Air, Bute, and Arran, reaching the Scottiſh court, an army was immediately aſſembled by Alexander III. and a bloody engagement enſued at the village of Largs facing the iſland of Bute, when 16,000 of the invaders were ſlain in the battle and flight, with 5000 Scots. Haquin eſcaped to the Orkneys, where he ſoon after died of grief. The entrenchments of the Norwegian camp may ſtill be traced along the ſhore of this place. The Scottiſh commanders who fell in battle were buried in a riſing field, near the village; 3 or 4 perſons were interred in one grave, on each ſide of which was a large ſtone, a third was placed acroſs the grave, ſupported at the extremities by the ſide ſtones, and in this rude manner the warriors lay entombed. Some years ago the proprietor of the field demoliſhed theſe repoſitories of the dead, leaving only one, (a ſpecial favour!) which ſerves to give an idea of the whole.

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	Miles.
That between Berwic and the head of the Solway firth, a tract of more than	70
The head of that firth and the mull of Galloway, a coaſt of - -	82
The mull of Galloway and Greenock, ditto	90
Alſo the iſle of Arran, whoſe circumference may be eſtimated at - - -	40
The whole containing, in a ſtraight line,	282

On which tract, and ſhores, there are no manufactures, trade, fiſheries, or ſhipping, (a few brigs in the coal trade excepted) worthy of notice. Nor is there, on the whole coaſt, a three-maſted ſhip, or a town whoſe inhabitants amount to 7000; if therefore, we make allowances for the difference in ſoil and climate, the ſituation of the inhabitants in general, is not much preferable to that of the Highlanders; and this, as well as the preceding ſurvey of the Scottiſh ſhores, confirms the former obſervation, that the traffic and buſineſs of the kingdom, doth not at preſent extend beyond the limits of the three navigable rivers, and a portion of the eaſt coaſt; but even the ſhipping of theſe ports is comparatively trifling to that of the neighbouring ſtates of Holland, Hamburgh, and the Baltic.

Ships of 500 tons burden are unknown in Scotland, excepting for the purpoſe of tranſporting emigrants to America, and theſe are purchaſed from England, Hamburgh or Ruſſia; conſequently, ſhip-building hath not yet been carried to that extent which it would be the intereſt of government to raiſe it, and which the combined maritime ſtrength of France, Spain, Holland, and other ſtates, with whom we may be at war, ſeems to require.—"It was recollected, ſays an intelligent writer, that the fitting of our fleets had been retarded, by the combination of carpenters, at the commencement of the late war; that both public and private bodies had been obſtructed by ſimilar agreements among the coopers;

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at a time too when the journeymen coopers on the Thames, were receiving for their labour 15s. a day, without having raiment for themſelves or ſhelter for their wives. When a body of troops were ſent from the Clyde, in 1776, Scotland could not furniſh coopers enough to anſwer the ſpeedy demand for packages, though ſtaves abounded; and the intelligent and active men, who were entruſted with the victualling of that body of troops, collected coopers from the moſt diſtant parts of England. An armament then may be delayed or even defeated, amid the preſſures of war, by the paucity, or the combination of coopers, which may be procured equally by the incitement of our factions, or by the money of our foes. But, combinations can only be prevented by augmenting the numbers of the defective claſſes. The augmentation of numbers can alone be gained by additional employments; and thus combinations among tradeſmen may be prevented, or beat down, by raiſing up many competitors among the extravagant workmen, whoſe ſervices are wanted the moſt, both in peace and war. It is ſurely wiſer to guard by foreſight againſt public diſappointment, than to ſolace our misfortunes by the downfall of a miniſter, who may have been merely unable, from the ſcarcity, or combination of coopers, carpenters, and ſailors, to execute a meaſure without the reach of poſſibility." The ſame author, ſpeaking of the great encouragement given by this country to ſhip-building in America, ſays,—" Of the 679 veſſels, which were required to tranſport the great Weſt India cargo of 1772 to Britain, much more than two thirds had been built in our colonies; to ſo great an extent had we reſigned the moſt uſeful of all our manufactures to our colonies, contrary to the remonſtrances of the wiſeſt men of their time. We have been ſufficiently ſolicitous about the manufactures of wool, of hats, and of iron in the colonies; but we have cared little, during the laſt century, for the more important

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portant manufacture of ſhips. This had been a melancholy remark, were it not that we may derive conſolation from reflecting, how much the public wiſdom may convert misfortunes into benefits. We may now regain the buſineſs of ſhip-building to no ſmall extent, which our imprudent kindneſs had given away: our ſafety requires, that we ought to retain every advantage, which a ſignal revolution has happily thrown in our way." *

The late war almoſt annihilated the Scottiſh ſhipping, particularly thoſe belonging to Glaſgow, Greenock, and other ports on the Clyde, of which,

* It may be agreeable to men of buſineſs, as well as to men of ſpeculation, to be informed of the preſent rates of ſhip-building, in the ſouthern harbours of England and Wales; as they were communicated by an intelligent perſon, who made a tour with a view to diſcover the ſhip-yard, the cheapeſt and beſt.

In the Thames and Britiſh Channel.

	per ton.
At Graveſend, Broad Stairs, Dover and Folkſtone,	£. 8 0 0
At Hurſtake, Cowes, Southampton, Weymouth, Tingmouth, Bridport, Topſham, Shoreham, Dartmouth and Cawſand, 7l. to - -	7 10 0

In the Briſtol Channel, on the Engliſh ſide.

At Biddeford and Barnſtable - -	6 10 0

In the Briſtol Channel, on the Welch ſide.

At Newenham, Gatecomb, Chepſtow, Newport, Hythe and Swanſey, 6l. 10s. to -	7 10 0

For thoſe prices the workmen engage to compleat the hull and joiners work, carved work, and the work of painters, glaziers, &c. without any extra charge. At thoſe ſhip-yards, and indeed all the ſhip-yards of the kingdom, have been full employment, ſince the peace. It is this fulneſs which creates many other ſhip-yards; and it is the eſtabliſhment of new ones, which, by means of competition, reduces the price of manufacture to the loweſt poſſible point. We are told that the ſhip-builders of New England will contract to build ſhips at 3l. ſterling per ton, including the joiners work. If an American-built ſhip will laſt 7 years, and a Britiſh-built ſhip 21, ſurely the latter will prove the cheapeſt. On ſuch topics it is not worth while to argue about farthings. Even after the American-built ſhips had arrived in the Thames, they uſed to require expenſive additional joiners work, &c. on the hull.

The above paragraph was inſerted by miſtake in another place.

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it is asserted, 313 vessels of various sizes, were captured; while other circumstances, as the loss of the exclusive trade to America; the non-payment of the American debts; the superior advantages of Ireland for the supply of that country, and the West Indies; with the decay of the fisheries, all happening at the same period of time, have been heavily felt by the merchants and traders of that coast; every individual suffered in a greater or lesser degree, and hundreds were utterly ruined by that war and the subsequent revolution.

Notwithstanding these adverse circumstances, the commercial spirit of Glasgow and Greenock seem not in the least abated; ship-building, as merchantmen, brigs and sloops, is carried on with the utmost alacrity; numbers of young men, who, from the want of employment at the plow, must have embarked for America, are at present fully engaged in the dock-yards; of whom the proportion to experienced carpenters is as three to one. Every lad thus employed may be considered as adding something to the British navy; and should the business of ship-building become general and permanent in that kingdom, as well as in England, navies might be raised almost instantaneously, to the astonishment of mankind, and the terror of united enemies. The obstructions to the success of our naval operations, from the scarcity of seamen, carpenters, coopers and transports, will be more or less removed in proportion to the encouragement given to fisheries, and ship-building in that kingdom. Since the reign of James IV. all the exertions in the latter branch have been made by the people only, unassisted by government in any respect whatever; while in England, Ireland, and the maritime nations of Europe, the public money hath been judiciously and liberally applied to this great object.

There is not in the whole kingdom of Scotland a dock for building or repairing ships of the line. An effort was made some years ago, at Leith, whereby the

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the navy was re-inforced with a frigate, the only inſtance of miniſterial favour to that or any other port in Scotland, ſince the union of the two kingdoms in 1706. The launching of this veſſel, a ſight ſo new and extraordinary, drew to Leith, the whole inhabitants of Edinburgh, with the adjacent country; and when we conſider the long period of time between the reign of James IV. and his preſent majeſty, it is not to be wondered, if, at the launching a ſhip of war ſome untoward events ſhould happen. The wedges were removed, but the frigate, inſtead of flying into Neptune's arms, with the velocity of an eagle, diſappointed the gazing multitude, as if to upbraid their country for its ſupineneſs and diſreſpect to the navy.

Having in this manner attempted to deſcribe the preſent ſtate of the maritime parts of Scotland, with a view to the extenſion of fiſheries, navigation and ſhip-building, the following ſketches of the interior country properly follows, and from theſe accounts ſome idea may be formed of the natural and commercial ſituation of that antient and very improveable kingdom.

REMARKS

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REMARKS

ON THE

SHORT TOUR OF SCOTLAND,

COMPREHENDING THE

SOUTHERN DIVISION OF THAT KINGDOM,

AND A CONSIDERABLE PORTION OF THE HIGHLANDS.

AMONG the benefits arising from turnpike roads, is that of travelling for health or pleasure over this extensive and beautiful island. It is an amusement by which an overgrown, luxurious capital, distributes a portion of its superfluous riches through eighty-five counties, and an incredible number of villages, some of whom consider the money thus acquired, as their staple or main support.

On the other hand, the traveller finds his curiosity gratified, his knowledge extended, or his health restored; while the scenes of penury and distress which often present themselves to view, especially in the countries which we have been describing, will, in the comparison, impress his heart with gratitude towards the Deity, and teach him a lesson of contentment, which, till then, he possibly never had the pleasure of enjoying so completely.

Thus travelling diffuses reciprocal benefits, from the centre, to the most remote corners of Britain; and partly with a view to this important end, as well as to lay open the internal state of the kingdom, I have

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have drawn up the following remarks upon that part of the road which is leaſt known, though not the leaſt conducive to health, as all thoſe who have made the experiment, readily acknowledge.

Travelling through the interior parts of Scotland, is no longer attended with the dangers and inſurmountable difficulties; the want of neceſſaries, and other inconveniencies, which deterred our anceſtors from viſiting theſe mountainous regions. The people are ſtudious to oblige. Proviſions, eſpecially fiſh, tame and wild fowl; ſmall, but delicate beef, mutton and lamb, are plenty, to thoſe who can afford to pay for them; wines, and ſpirituous liquors, are yet unadulterated in that country; bed, and table linen, far exceed the expectations of every ſtranger; but theſe obſervations are only applicable to the main roads, which are now generally accommodated with carriages.

The beſt ſeaſon for an excurſion into Scotland, is, from the middle of May, till the firſt of Auguſt. The weather is then generally dry and clear, a circumſtance of the firſt importance to thoſe who travel either for health or pleaſure. The glory of Scotland is its picturesque views, and romantic ſcenery; which, to explore with ſatisfaction, requires both a clear ſky, and ample time: whoever hurries along in a cloſe carriage, arriving late, and ſetting out early, muſt return with a very ſuperficial knowledge of the country, and the manners of the people.

There are 4 roads which lead from London to Edinburgh; viz.

By Berwic, on the eaſt, diſtance	388
— Wooler, in the centre	378
— Jedburgh ditto, not yet completed, and	
— Carliſle, on the weſt	396

The difference between all theſe is trifling; whoever therefore leaves London merely from motives of curioſity, health or information, may ſet out by the eaſt road, and return by the weſt. The Engliſh counties

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well-furniſhed tables, and handſome geldings to ride upon to church or market, worth from 20 to 50 guineas each.

Durham, capital of that biſhopric, hath alſo an antient edifice, built partly by the munificence of David king of Scotland; and here, at the Red Lion, the traveller firſt perceives the rural beauties of the northern rivers, rolling over beds of maſſy ſtones, between precipitous, craggy banks, ornamented with trees, ſhrubberies and viſtas, enlivened with the choruſes of the feathered creation, proclaiming their gratitude to the Author of theſe ſylvan habitations.

From this repreſentation of the northern rivers, it may be ſuppoſed that the deſcent on one ſide, and the aſcent on the other, are ſomewhat diſtreſſing and inconvenient, eſpecially to thoſe who travel in carriages, and who cannot, or will not, walk a little way, either for their own ſafety, or the eaſe of the horſes.

The ſtage from Durham to Newcaſtle being upon high ground, commands the richeſt, and moſt extenſive proſpects on the road from London to this highly-cultivated country. The Tyne, a copious ſtream flowing from the weſt, cloſes theſe enchanting views. On croſſing this river we enter the county of Northumberland, which extends 64 miles due north to Berwic, where it borders with Scotland.

Newcaſtle is a county of itſelf, large, populous, commercial, and flouriſhing. It is properly the firſt mart of the north, in exports, imports, and ſhipping, beſides its coal-trade, which is immenſe. Its principal manufactures are thoſe of glaſs, bottles, hardware, ſhip-building, and ſalt-works. Ships load and unload as high as the bridge, between which and Shields, 7 miles below, the river forms one continued harbour, ſurrounded with an extenſive country, rich in grain and paſturage. Proviſions are plentiful, good and cheap. But the glory of Newcaſtle is its charitable foundations, though theſe being

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ing ſo very general over the whole kingdom; in every town and village proportioned to the abilities of the inhabitants, renders minute deſcription unneceſſary.

The country from Newcaſtle northward, ſeems to excel, were it poſſible, thoſe we have paſſed, in beauty, fertility, and huſbandry.

Morpeth, a large handſome market-town, ſtands on the river Wanſbeck, from whence its exports in grain are very conſiderable.

Some years ago, a road was formed from this place to Edinburgh, by private ſubſcription, through Wooler and Kelſo; which, though it ſaves 10 miles, and affords the traveller a view of the Cheviot hills, Kelſo, the Tweed, and the Tiviot, muſt yield to the Berwic road, both in goodneſs and the variety of pleaſing objects.

Therefore, leaving the Wooler road on the left, we advance to Alnwic, a neat market-town on the river Alne, the reſidence of the antient, the heroic, the opulent and magnanimous family of the Piercies, earls of Northumberland, who, with the Douglaſſes, were long the admiration of Europe; and often the dread of their reſpective ſovereigns. The family ſeat at this place is built in the Gothic ſtyle, moſt ſumptuouſly furniſhed and ornamented; and is open to every ſtranger or traveller who chooſes to walk in. Here the duke lives in ſtate, entertains all ranks of people liberally, from the jolly votary of Bacchus, to the decayed labourer. Nor is the munificence of this family confined to mere acts of charity; the town of Alnwic, and the whole country, have been greatly improved by the preſent owner.

The lands are finely incloſed, planting is riſing on every ſide; the farm-houſes have been moſtly rebuilt in a handſome ſtyle, the roads are kept in good repair, and every circumſtance for the conveniency of the tenants, or the embelliſhment of the eſtate, hath its due ſhare of attention. This great

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expence neceſſarily requires an increaſe of rent, which, however, does not exceed the bounds of reaſon, humanity, and moral juſtice. Though the rent-roll hath increaſed from 25 to near 60,000l. per annum, this extraordinary ſum is punctually paid, and all parties are ſatisfied. It is not paid in kind, as formerly, but in caſh or bank notes, at the family ſeat, every 6 months, when the tenants in their Sunday's clothes, have an audience of the ſtewards, who give receipts, and take memorandums of repairs and other works to be done. On theſe occaſions, a kind of jubilee is held for 12 or 14 days. The ſpits and the kettles are kept in full employ; the great tables groan under the weight of the mighty ſirloin, the capacious plumb-pudding, and a hundred articles beſides, in butcher's meat, fiſh, paſtry, &c. which are waſhed down in copious potions of wine, punch, or home-brewed ale, ſo old and ſo powerful, as to conquer every man, however ſtout, who gives it a fair trial. In theſe particulars we perceive that the antient hoſpitality and manners, have not intirely fled old England.

The riſing ground on the north ſide of the river, gives a full view of this princely ſeat and its pleaſure-grounds. Weſtward, the mountains ſeem to draw towards the ſea, of which we have a full view; affording an agreeable variety to the generality of travellers, and a new ſight to many.

The laſt ſtage is Belford, a modern village, where the houſes are regularly built, and numbered on the doors, as in London. To Berwic there is nothing remarkable, excepting Holy Iſland, a ſmall ſpot, ſeparated by a narrow channel from the main land, whereon ſtands the antient caſtle of Bamborough. "The iſland was purchaſed from the Foſters, by lord Carew, biſhop of Durham, and with other conſiderable eſtates, left veſted in truſtees, to be applied to unconfined charitable uſes. Three of theſe truſtees are a majority: one of them makes this

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place his reſidence, and bleſſes the coaſt by his judicious and humane application of the prelate's generous bequeſt. He has repaired and rendered habitable the great ſquare tower: the part reſerved for himſelf and family, is a large hall, and a few ſmaller apartments; but the reſt of the ſpacious edifice is allotted for purpoſes which make the heart to glow with joy when thought of. The upper part is an ample granary; from whence corn is diſperſed to the poor without diſtinction, even in the deareſt time, at the rate of 4 ſhillings a buſhel; and the diſtreſſed, for many miles round, often experience the conveniency of this benefaction.

"Other apartments are fitted up for the reception of ſhipwrecked ſailors; and bedding is provided for 30, ſhould ſuch a number happen to be caſt on ſhore at the ſame time. A conſtant patrole is kept every ſtormy night along this tempeſtuous coaſt, for above 8 miles, the length of the manor, by which means numbers of lives have been preſerved. Many poor wretches are often found on the ſhore in a ſtate of inſenſibility; but by timely relief, are ſoon brought to themſelves.

"It often happens, that ſhips ſtrike in ſuch a manner on the rocks, as to be capable of relief, in caſe numbers of people could be ſuddenly aſſembled: for that purpoſe a cannon is fixed on the top of the tower, which is fired once, if the accident happens in ſuch a quarter; twice, if in another; and thrice, if in ſuch a place. By theſe ſignals the country people are directed to the ſpot they are to fly to; and by this means, frequently preſerve not only the crew, but even the veſſel; for machines of different kinds are always in readineſs to heave ſhips out of their perilous ſituation."

I have given the hiſtory of this charity on a double account; firſt, that it may ſtimulate others to follow the example in hazardous ſituations for ſhipping; and ſecondly, as a rebuke to ſuch of the Scottiſh

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travellers as enter England with narrow-minded religious prejudices againſt the eſtabliſhment of that country, and particularly that learned and reſpectable body, the biſhops, who, in the opinion of enthuſiaſts, will be denied the felicity of a future ſtate. Let all ſuch perſons hide their faces, and tremble for their unchriſtian diſpoſition towards their fellow-creatures, and the miſchievous conſequences to ſociety, wherever ſuch preſumption gains the aſcendant.

A few miles further, opens a view of the ſweet winding Tweed; little indebted, however, at this place, to human induſtry, in the planting of trees and other decorations. Berwic now appears riſing from the north ſide of the river, over which there is a handſome bridge of 16 arches. Berwic is ſituated 335 miles from London, and 53 from Edinburgh.

It was antiently a place of great ſtrength, and of more conſiderable dimenſions than at preſent; often taken by the Engliſh, and as often retaken; at length it was finally wreſted from the Scots in 1482, and is now a county of itſelf, governed by the Engliſh laws, though ſituated in Scotland. Its harbour, ſalmon-fiſheries, and exports, have formerly been mentioned. On leaving this place, we have to aſcend a hill, which riſes, as uſual, to a great height from the river, and affords a variety of proſpects; on the eaſt is the main ſea, on the ſouth is Berwic, the Tweed, and the coaſt of Northumberland; and on the ſouth-weſt are the Cheviot hills.

We are now in the ſhire of Merſe, formerly Berwicſhire: it conſiſts of two diviſions, the lower and the upper; the lower diviſion ſtretches along the north ſide of the Tweed near 30 miles in length, and is in general a pleaſant well-improved country; the upper part is that through which we paſs to Edinburgh, and being moſtly high lands, the air is ſharp, and the ſoil indifferent.

A few

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A few miles from Berwic, we arrive at Eyton, on the river Eye, where a gentleman of the name of Fordyce hath begun the laudable work of hedge incloſures, which in a few years, will have a pleaſing effect; but of trees there is a ſcarcity, excepting dull clumps of firs, a mode of planting very common in that kingdom, though ſcarcely deſerving the name of ornamental planting. Dr. Johnſon, who expreſſed his ſentiments freely on this ſubject, hath thereby given great offence, though he only ſpoke what all Engliſhmen think, when they firſt perceive the naked ſtate of that country. The old cuſtom of incloſing with ſtone dikes, begins, however, to be exploded by gentlemen who have any regard for the ornament of their country, the warmth of their grounds, and the protection of the cattle, from the piercing winds of winter, and the flies in ſummer.

Experience hath convinced them that hedge rows, interſperſed at proper diſtances with ſpiral trees, are incomparably preferable, in reſpect of beauty, utility, and duration. This hath long been the practice in moſt parts of England, where all the branches of huſbandry are carried to the higheſt perfection. Here every field affords ſhade and ſhelter; the crops are great, and the paſture is rich. The thorns are planted in double or treble rows, properly fenced from the cattle; the ſoil is occaſionally turned up; and the weeds are carefully taken out. A ſtrong, impenetrable hedge ſoon repays the firſt coſt, in the warmth of the grounds and the condition of the cattle, and no expence is required in repairs, to which ſtone dikes are ever ſubject. The planting of hedges and trees was conſidered of ſuch conſequence in antient times, that the ſtates of Scotland enforced it by laws and penalties*.

From

* "The lords thinkis ſpeedefull, that the king charge all his free-halders, baith ſpirituall and temporall, that in the making of

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From Eyton we arrive at Coldingham-moor, the eaſtern extremity of a ridge of hills, which, under various

their Whitſundayis ſet, they ſtatute and ordaine, that all their tennentes plant woodes and trees, and make hedges, and ſaw broome, after the faculties of their maillinges, in place convenient therefore, vunder ſik paine as law and vnlaw of the barronne or lord ſall modifie. James II. anno 1457."

"It is ſtatute and ordaned, anent policie to be halden in the cuntrie, that everilk lorde and laird, make them to haue parkes with deare, ſtankes, cunningares, dowcattes, orchardes, hedges, and plant, at the leaſt, ane aicker of woodde, quhair there is nae greater wooddes nor forreſtes." James IV. anno 1503.

There is not a word in theſe laws reſpecting ſtone dikes. We may therefore ſuppoſe Scotland to have been a well-incloſed country, till the death of James V. in 1542, when Henry VIII. and the ſubſequent regency, not finding their propoſals of a marriage reliſhed by the Scots, between Edward VI. and the young queen Mary, laid the country waſte from ſea to ſea. In a report made to Henry VIII. by the Engliſh wardens of the marches, containing the particulars of their deſtructive incurſions between the 2d of July and the 17th of November, 1544, is the following account:

Towns, towers, ſtedes, barnekyns, pariſh-churches, baſtel-houſes, caſt down or burnt	192
Scots ſlain	403
Priſoners taken	816
Nolt, or horned cattle taken	10,386
Sheep	12,492
Nags and geldings	1,296
Goats	200
Bolls of corn	850

Inſight geare without meaſure.

In another inroad by the earl of Hereford, between the 8th and 23d of September, 1545, that nobleman raſed and deſtroyed in the counties of Berwic and Roxburgh only

Monaſteries and friar-houſes	7
Caſtles, towers, and piles	16
Market towns	5
Villages	243
Milns	13
Hoſpitals	3

But theſe were only petty exploits compared to the rough courtſhip during the ſubſequent regency, after Henry's death.

The attention of the people being engroſſed with eccleſiaſtical affairs during the ſucceeding reigns, no care was taken to repair theſe misfortunes; objects of national utility and ornament were neglected;

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various names, extends from Coldingham to the firth of Clyde on the weſt, thereby croſſing the kingdom from ſea to ſea, and dividing the ſouth of Scotland into two parts. No traveller can therefore reach Edinburgh or Glaſgow, without paſſing theſe hills; but the trouble of aſcending them is amply repaid by the grandeur of the proſpects which they command, in the deſcent northwards.

In this moor the traveller is happy to find a decent inn and good accommodations, called Preſs-inn, 12 miles from Berwic. The aſcent ſtill continues through a bleak tract of 3 miles, when the road takes a ſlanting north-weſt direction, on the declivity of the hills, and gradually opens a moſt extenſive view of the north-coaſt, as far as the promontory of Red-head, in the ſhire of Angus, diſtant above 50 miles, due north. That coaſt is, however, ſoon intercepted, by the coaſt of Fife, which ſtretches along the north ſide of the Forth, from Fifeneſs, the eaſtern point, as far weſtward as the eye can perceive. The entrance of the Forth is diſtinguiſhed on the

neglected: the country being laid waſte, remained in that ſtate till the beginning of the preſent century, when the religious ferment ſubſided, and peace and ſecurity being eſtabliſhed, the gentlemen of the Lothians, began to direct their attention to incloſures, and other rural improvements, but without any regard to the laws of their country: inſtead of hedges, they put themſelves to conſiderable expence in building dikes of ſtone and lime; which ſerved to confine the cattle from wandering, but not to give them ſhelter or protection; the conſequence is, that in hot weather they run from one ſide of the field to the other, during the greateſt part of the day, and thus waſte themſelves; to this, therefore, as well as the ſcarcity of graſs and ſuſtenance, is owing the general leanneſs of the cattle in that country. Neither are theſe fields ſo well ſupplied with water as in England. This example of the Lothians, ſoon became general in the kingdom, where pitiful dikes of looſe pebbles, collected from the corn-fields, were called fences, and the grounds incloſed therewith, honoured with the name of parks. At length the Glaſgow merchants ſeeing the inefficacy of theſe miſerable expedients, and aſhamed of the appearance of their country, ſtruck into the wiſe plan of hedging and planting, recommended in ages which we call barbarous.

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north ſide, by the iſle of May, and on the ſouth by the Baſs iſland, a rock of 300 feet in height, covered with an incredible number of ſolan-geeſe, and was antiently a ſtate priſon. The Baſs, from whatever direction ſeen, is one of the principal objects in the magnificent views which theſe hills afford, whether by the Berwic or the Kelſo road; it is alſo ſeen diſtinctly from Stirling-caſtle, 50 miles weſt. This rock is only acceſſible at one place, and that with difficulty, and in moderate weather, yet old people remember an orchard on the ſummit.

A fertile country, and decent farm-houſes, with well-filled yards, now begin to appear on every ſide *. The farms let from 2 to 500l. per annum.

Had this country, which for ſeveral miles lies in a ſloping direction to the edge of the ſea, been incloſed and ornamented after the Engliſh manner, the road to Edinburgh having ſuch commanding views of planting, water, and ſhipping, would have drawn the admiration of every traveller.

The deſcent from Coldingham-moor terminates with a glen called the Peaſe, formerly the terror of female travellers, but now rendered perfectly ſafe by means of a bridge juſt completed, which extends from one ſide of the frightful chaſm to the other, and is of itſelf a curioſity.

It conſiſts of 4 arches, and 3 piers, 2 of which are built on rock; the height of the arches, including the battlements, is 137 feet; and the length of the bridge 325. The expence of the whole, which hath been generouſly raiſed by the gentlemen of the adjacent country, amounts to 1500l. The glen above and below is filled with well-grown trees.

We are now within 36 miles of Edinburgh; the

* Happening to paſs through this country in November laſt, I took particular notice of the farm-yards, all of which were well filled with large handſome ſtacks, placed in rows with mathematical exactneſs, and amounting in number, from 30 to 36.

road

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road is good and the country level; bounded on the ſouth, by a lofty chain of hills; on the north by the Forth; having the oppoſite coaſt of Fifeſhire always in view.

Dunbar, 27 miles from Edinburgh, is a handſome royal borough, antiently the reſidence of the potent earls of Hume, of whoſe caſtle, which gave ſhelter to Edward II. in his flight from Bannocburn, ſcarcely a veſtige remains. At this place are preſerved ſome of the Scottiſh pikes, 6 ells in length, the unwieldy implements of attack and defence in former ages. "As eaſily," ſays an Engliſh writer who was at the battle of Pinkey, "ſhall a bare finger pierce through the ſkin of an angry hedge-hog, as any encounter the front of their pikes."

From this place the road is perfectly level to Haddington, the capital of the county of Eaſt Lothian, formerly a place of trade and conſequence, at preſent a poor royal borough.

A few miles further, we paſs the field of Preſton Pans, where the brave colonel Gardener loſt his life near his own garden walls, when 3000 half-armed Highlanders, defeated, and almoſt cut to-pieces, the royal army, commanded by general Cope. At a ſhort diſtance ſtands the large village of Muſſelburgh, at the mouth of the river Eſk. The Forth at this place, hath the appearance of an inland ſea, widening from 9 miles at its entrance, to 18 miles between Muſſelburgh and Largo Bay, in Fifeſhire. Though now within 6 miles of Edinburgh, the traveller perceives no part of that city till he hath arrived at the baſe of Arthur's ſeat, where he finds himſelf at once amidſt ſmoke and buſineſs.

This metropolis is ſituated in 55 degrees, 57 minutes north latitude, and 3 degrees, 14 minutes, longitude from London.

Diſtant from that city, by Carliſle, 396 miles; ——by Wooler and Kelſo, 378; by Berwic } 388

Diſtant

Diſtant from Glaſgow, by Calder, 44; by Falkirk —— —— } 48
———Dungſbay-Head, in Caithneſs —— 273
———Port-Patric, in Galloway —— 132
———Dublin, by ditto —— —— 268

It ſtands in the centre of that fine tract of land which ſtretches 50 miles along the ſide of the Forth, called the Three Lothians, and within 2 miles of the ſpacious Forth, having thereby the benefit of ſea-breezes, which, in winter, blow pretty freſh on a city of ſuch elevation.

The country around being alſo finely variegated with hill and dale, contributes to the health of the citizens. Here agues, and ſome other diſorders common in England, are little known.

The ſite of the old town is extremely ſingular; a ridge or hill, riſes from the weſt ſide of Arthur's ſeat, by a gradual aſcent, and in a weſterly direction, to the height of 180 feet. It ſtretches above a mile in length, and terminates in a perpendicular rock of 300 feet from the baſe. This rock being inacceſſible on all ſides, except the eaſt, naturally ſuggeſted the expediency of a fortreſs on the ſummit, conſiſting of an area of 6 Engliſh acres; in what age, or by what people it was made a place of ſtrength, hiſtory is ſilent. From this origin we may, however, trace the progreſs of the city; firſt, in houſes built contiguous to the fortreſs or caſtle, by which they might be protected, and there increaſing, from age to age, extended at length to the oppoſite or lower termination of the ridge, near the bottom of Arthur's ſeat. The old city therefore conſiſts chiefly of one ſtreet, built on the ſummit of this ſloping ridge, and extending from one hill to the other. It is ſtraight, well-built, and conſidered by the inhabitants as magnificent. The houſes are generally 5 or 6 ſtories high in front, and from 6 to 10 ſtories backwards, owing to the narrowneſs of the ridge, and its rapid declivity on

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on each ſide*. The whole, at a diſtance, having the appearance of vaſt buildings, crowding for ſecurity under the wings of the caſtle.

The views from Edinburgh are its glory; as its incommodious buildings; its narrow dirty lanes, there called wynds and cloſſes, are its diſgrace. An open ſpace between the main ſtreet and the gates of the caſtle, called the Caſtle-hill, affords the citizens an airing before breakfaſt, dinner, or in the evening, with an extenſive view of the new town, the Forth, the ſhipping, and the adjacent countries. From the caſtle itſelf, the views are ſtill more magnificent; but theſe muſt yield to a circular walk on the ſummit of the Calton hill, which affords proſpects of town and country in every direction, ſo variegated and enchanting, as even to ſurpaſs the extravagant deſcriptions in romance; yet theſe views, however improbable it may ſeem to perſons who have not been at Edinburgh, are loſt in the compariſon with what Arthur's ſeat commands.

This hill, as before obſerved, forms the eaſtern boundary of the town, from whence it riſes to the height of 700 feet, being more than double the height of the croſs on the top of St. Paul's, London, which is 340 feet. It terminates in a point, where the traveller may ſit down, and ſurvey at his eaſe, the centre of the kingdom; beſides a compleat view of Edinburgh, and its caſtle, on which he looks down, as if ſeated among the clouds. Theſe near views have been greatly heightened by the buildings lately erected, and will receive additional ſplendour from thoſe now in contemplation.

The city being chiefly raiſed upon a narrow ridge, with one main ſtreet extending along the ſummit, a number of narrow lanes, upon the declivity on each

* The front of the exchange is 60 feet; the back-wall 100; but there are back walls that ſeem much higher than the exchange, where I have reckoned 11 or 12 ſtories.

ſide,

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ſide, where neither carriages nor horſes could paſs without danger, thereby loſt, in a great meaſure, the advantages ariſing from the reſort of perſons of rank or fortune, many of whom took up their winter reſidence elſewhere, and thus the balance procured by the induſtrious manufacturers with foreign nations, was regularly drained away by the opulent and idle, to the ſeats of diſſipation, in diſtant climates. At length, ſeveral public-ſpirited gentlemen and citizens, beholding with concern, the miſerable condition of their metropolis, and perceiving the advantages which nature offered for its improvement and extenſion, publiſhed a plan of a new city, in a more eligible ſituation, for the reſidence of the higher ranks in life, and totally unconnected with the old town.

The deſcent on the north ſide of this ſtrange maſs of buildings, terminates in a narrow valley called the North Loch, from its having been formerly covered with water. This valley extends the whole length of the town, from eaſt to weſt, and is bounded on the north by a riſing ground, which ſtretches in a parallel direction with the old city, three quarters of a mile in length, the breadth ſufficient for three ſtreets to run in the ſame direction; the ſummit is flat, the ſoil is gravel, and the air is pure, of which Boreas frequently ſends copious draſts from the north-eaſt and ſouth-weſt. This fine ſpot is bounded weſtward by a romantic ſteep glen, ſhaded with trees, under which the water of Leith flows towards the town of that name, and forms its harbour. Thus bounded on the ſouth by the North Loch, on the weſt by the water of Leith, on the north by the ſame river at a ſhort diſtance, nature could not have formed a place more ſuitable for enlarging an over-crowded capital; and, conſequently the magiſtrates, in 1767, obtained an act for extending the royalty over the ſaid grounds; marked the outlines of a new town, upon a regular plan

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plan of architecture; a view of the ſame was publiſhed on copper-plate; and lots of ground were immediately taken by the nobility, gentry, and principal inhabitants, upon building leaſes, ſubject to quit rents payable in perpetuity to the corporation. The houſes were to be of ſtone and ſlate; commodious, elegant, uniform, and the height limited to three ſtories. The ſtreets were to be from ninety to one hundred and twenty feet wide, perfectly ſtraight, and to croſs each other at right angles. Each end of the town was to terminate with a ſquare; churches and public buildings, were to be erected in the moſt conſpicuous places, for ornament as well as conveniency. The North Loch, at preſent an unwholeſome quagmire, was to be formed into a canal, bordered by terrace walks, and the aſcent to the new town covered with ſhrubberies, &c.

Thus far the deſign of this intended ſeat of elegance was laid out, and conducted with taſte and judgment. "But when gentlemen had begun to build elegant houſes on the faith of the new plan, they were ſurpriſed to find the ſpot appointed for terraces and a canal, beginning to be covered with mean irregular buildings, and workhouſes for tradeſmen." Thus the magiſtrates, not ſatisfied with an increaſe of revenue, both ſudden and unexpected, had nearly fruſtrated the noble work, by deviating from the magnificent plan which had been publiſhed by their authority. The conſequence, was a ſuit before the houſe of peers, in which the magiſtrates were caſt, with loſs and diſgrace; beſides the mortification of having the management of this buſineſs transferred to the hands of the lord preſident of the court of ſeſſion, and the lord chief baron of the exchequer.

By this equitable and patriotic deciſion of the houſe of peers, in thus wreſting the capital from the hands of Vandals, gentlemen were encouraged to proceed in a plan, which, though ſome deformities have eluded their obſervation, owing to the ſtrange infatuation

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tuation of the magiſtrates, ſurpaſſes any pile of buildings in theſe kingdoms, of the ſame extent.

One half of the ground is already covered; and, in a few years, the whole will be engaged. The original plan, which was drawn by an ingenious architect, is ſo judicious in all its parts, as to preclude the poſſibility of improvement thereon, one inſtance excepted; viz. to ſhelter the two outſide ſtreets (each of which conſiſting only of one row of houſes) from the cutting winds of the winter, by planting the deſcents on the oppoſite ſides with quick-growing trees, of the moſt ornamental ſpecies, as beeches, larches, aſpine, Cheſhire thorn, and particularly Lombardy poplars, which for their great beauty are now become univerſal around London. Theſe, in a few years, will riſe above the level of the ſtreets, and gradually ſcreen the firſt ſtories; while the ſummits may be planted with double rows of trees, ſo as to protect the upper ſtories, and afford an agreeable ſhade, in ſummer. Trees thus diſpoſed, will alſo correct the air, embelliſh the town, and form a convenient, healthful walk to the inhabitants, eſpecially thoſe whoſe age or infirmities confine them to the vicinity of their habitations. All ſchemes of covering the open ſide of theſe ſtreets with houſes or ſhops, to the height of one ſtory, as propoſed by an anonymous writer, ought to be conſidered as the deluſive projects of intereſted perſons, more attentive to private views, than the ornament and benefit of their country. The manifold advantages ariſing from theſe improvements to individuals, the corporation, and the kingdom at large, are now generally acknowledged; and ſuch hath been the ſpirit and activity of James Hunter Blair, Eſq. that during the few months of his mayoralty, he hath drawn up a moſt judicious plan of improvements on the ſouth ſide of the town, combated the prejudices and the ſelfiſh motives of oppoſition; and procured an act of parliament empowering the magiſtrates,

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giſtrates, and certain truſtees, to carry on the important works ſpecified in the ſaid ſtatute.

It hath already been obſerved, that the old town is built on a narrow ridge or hill, lying almoſt due eaſt and weſt; that a valley or glen runs parallel with this ridge on the north, called the North Loch; and another on the ſouth, called the Cowgate, whoſe banks, though equally ſteep as the former, are crowded with buildings.

The reader may therefore conceive three towns, ſeparated by nature from each other: The north, or new town; the middle or old town; and a confuſed medley of antient and modern buildings, on the ſouth.

To connect theſe detached parts, and to open ſafe and ſhort communications from one to the other, became a matter of poſitive neceſſity, however expenſive to a city deeply involved in debts. In 1763, George Drummond Eſq. then Lord Provoſt of Edinburgh, and an ornament of human nature, laid the foundation ſtone of a bridge, to be built acroſs the North Loch, thereby to join the old and the new town. The length of this bridge is 1125 feet; the height of the three principal arches from the baſe to the top of the parapet, is 68 feet; the breadth 40 feet. The whole expence of this great work did not exceed 20,000l. being nearly double the ſum for which the architect imprudently engaged to complete it.

The utility of the bridge was immediately perceived; the ſame means became neceſſary to join the old town with the buildings on the ſouth ſide of the Cowgate, and a clauſe is inſerted for this purpoſe in the bill lately enacted; by virtue of which, the Lord Provoſt laid the foundation ſtone of the *ſouth bridge*, on the firſt of Auguſt 1785; which bridge is to be built in a ſtraight line from the *north bridge*, acroſs the Cowgate; and from thence ſouthward,

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ward, a handſome opening is to be made leading to the country.

The univerſity, an irregular motley building, ſcarcely deſerving the name of architecture, is the object of another clauſe in the ſtatute; but the erecting of theſe and other works mentioned in the bill, however laudable and neceſſary, ſeem far beyond the abilities of a corporation ſo involved in debts, and a univerſity having no accumulating revenues. Though ſome millions have been expended, and with great propriety, by government, on the capital of England *, ſince the union of the two crowns; and though

* It would be impoſſible, at this time, to aſcertain preciſely, the public expenditure on works of utility and ornament in this great capital, excluſive of the city expenditures; ſome idea may, however, be formed from a ſtatement of the following parliamentary grants within theſe laſt thirty years.

Building Weſtminſter bridge	——	——	389,000
Repairing London bridge	——	——	100,000
Horſe Guards, probably	——	——	100,000
Somerſet Houſe, if carried on as it ought to be, upon the moſt extenſive plan, will coſt	——		400,000

The expenditures by the Iriſh parliament, on the capital of a dependant province, with little trade and few manufactures, ſeem to exceed credibility; but the gentlemen and citizens of that kingdom have great public ſpirit; they love magnificence, and are fond of embelliſhing their capital upon the models of Greece and Rome. They are equally attentive to the improvement of their harbour; about thirty years ago, or upwards, they began to build a wall equal in breadth to a moderate ſtreet, which, when completed from King's End to the Light-houſe in the bay of Dublin, will extend three miles. This great work was undertaken with a view to protect ſhipping in their paſſage to and from Dublin, through an open, and often a fatal bay, as well as to deepen the channel, which at high water hath only eighteen feet. The work is not yet completed, though 2 or 300,000l. hath been expended; probably the whole, when finiſhed, will coſt half a million; and it is propoſed to carry a ſimilar wall upon the north ſide of the channel; if this ſhall be carried into execution, the ſum total will be 1,000,000l. The canal from Dublin to the Shannon, hath coſt upwards of 300,000l. agreeable to the declaration of Sir Lucius O'Brien; though little more than thirty miles are yet completed, being ſcarcely one third of the intended

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though more than a million hath been expended by the Iriſh parliament on the metropolis of that country, its tended line of navigation. The whole when finiſhed, may coſt 800,000l. at the loweſt calculation. Another little bit of a job, the cuſtom-houſe, is now carrying on at an expence of 300,000l. and if parliament throws in another 50,000l. it will be a good guard againſt contingencies. The building is compoſed of highly finiſhed Portland ſtone; and when completed, will diſplay one of the moſt extenſive and magnificent ſtructures in Europe. On the grand front facing the Liffey, are the gods of the twelve rivers in Ireland, having long beards and large piercing eyes, beholding with ſatisfaction cargoes of Iriſh produce and manufacture departing from Dublin to feed and cloath the world. A bridge is to be built directly from the cuſtom-houſe to the ſouth ſide of the river, from whence a ſpacious ſtreet, poſſibly a mile in length, is to be carried to the verge of the town, and there terminated by an extenſive ſquare, circus or creſcent. A trifle of 500,000l will do this buſineſs completely.

Dame-ſtreet, which leads from the caſtle to the parliament-houſe, being too narrow for a general thoroughfare, it was reſolved to remedy the inconvenience, not by pulling down a few corner houſes, but by eraſing the whole ſouth ſide of the ſtreet, about a quarter of a mile in length, and erecting a uniform row of houſes, with large elegant ſhops, ſuitable to the magnificence of the city. A few hundred thouſand pounds will purchaſe the property and complete the new buildings.

To enumerate bridges, priſons, barracks for 4 or 5000 ſoldiers, circular roads, hoſpitals and other works from 5 to 20,000l. each, would encroach upon the reader's time, and life is ſhort. I ſhall therefore only add ſome of the parliamentary grants during the ſeſſions of 1785.

To Mr. Cunningham on account of fiſheries, ſtore-houſes, &c.	£. 20,000
To encourage the growth of hemp and flax,	2,000
For bounties upon home-made manufactures made above ten miles from Dublin	20,000
For providing wheels, reels, looms, and other machinery for ſuch manufacturers of Dublin as would remove to the country	5,000
For apprenticing out children from charter ſchools	4,000
Annual funds of the proteſtant ſchools to be extended to	10,000
Ditto — the foundling hoſpital	14,000
Ditto — the houſe of induſtry	10,000
Ditto — the marine ſchool	1,000
Ditto — the Hibernian ſchool	1,000
Ditto — the firſt fruits	3,000
Building record offices, and 4 courts	3,000
Dublin ſociety	5,000
Inland navigations over and above other ſupplies	7,000

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liament on the metropolis of that country, its harbour, bay and canal; we do not find that the Britiſh parliament have ever voted the ſmalleſt moiety towards the relief, the ornament, or the conveniency of the hitherto decayed metropolis of Scotland; nor is there reaſon to hope, that any aſſiſtance whatever will be granted, beyond the trifle allowed from the forfeited eſtates, for completing the regiſter office. The inhabitants of Edinburgh, to the high taxes already impoſed by government and the corporation, muſt take upon themſelves, the expence of theſe improvements alſo; and that not with a ſparing hand, but to the utmoſt of their abilities. Enlightened and animated by two patriotic magiſtrates of taſte and judgment, they are to conſider themſelves as the founders of a great and ſplendid city, which, from the advantages of nature, and a due regard to the embelliſhments of art, may eclipſe in beauty, any city in Europe, thoſe of Italy excepted. Inveſted with almoſt unlimited powers by government, it is now optional in themſelves whether to raiſe a maſs of deformity, or draw thither a reſort of ſtrangers and an influx of money by the elegance and ſymmetry of the private buildings; the magnificence of the public ſtructures; the openneſs and regularity of the ſtreets, and other objects which will occaſionally preſent themſelves.

A third improvement of very eſſential conſequence to this city, ſeems to have eſcaped the notice of the inhabitants. It hath been already obſerved, that the rock on which the caſtle is built, bounds the city on the weſt. The new town, when completed to Leith water, will extend ſome hundred feet beyond the caſtle. A road hath lately been opened in a line from this point of the new town, on the north, to the new buildings on the ſouth. The intermediate ground between this road and the caſtle, conſiſts of ſloping fields, which extend directly to the baſe of the rock. The fields thus ſituated in the centre between both

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towns, and on that ſide of the caſtle which affords the moſt magnificent proſpect of the rock; lying alſo on the ſide of the town, which is leaſt annoyed by ſmoke, (being, in the ſea term, on the windward ſide, during two thirds of the year) ſeem intended by nature, as an agreeable outlet to the inhabitants, for health, exerciſe, ſociety, and amuſement.

With a view to theſe eſſential purpoſes, as well as the ornament of the town, and the accommodation of ſtrangers in genteel life, the whole might be laid out in pleaſure grounds, with terraces, ſhrubberies, &c. in the manner of Vauxhall, and incloſed with a dwarf wall, and elegant rails of caſt iron.

Though the fields lie at preſent on the verge of the town, there is reaſon to ſuppoſe, that in leſs than half a century, they will be nearly in the centre of an extenſive, elegant capital, which affords a ſtrong argument in favour of an open area at this place *. Edinburgh begins to ſurmount its nume-

* Bartholomew Moſs, of Dublin, ſurgeon and licentiate in midwifry, being moved by the ſufferings of the poor women in that city at the time of their lying-in, took a large houſe in George's-lane, which he furniſhed with beds and other neceſſaries, and opened the ſame in 1745, for their reception, ſupporting it at his own expence, until its apparent utility, induced ſeveral well-diſpoſed perſons to encourage the undertaking, by benefactions and yearly ſubſcriptions.

In the year 1750, Doctor Moſs finding the houſe in George's-lane, too ſmall for the reception of the great number of women applying for admittance, took a leaſe of a piece of ground in Great-Britain-ſtreet, whereon to build a large hoſpital; and to ſecure a probability of maintaining it, he firſt, at the riſk of his whole fortune, laid out and finiſhed the preſent garden, for a polite place of amuſement, which is juſtly admired for its many beauties. In 1751, the foundation ſtone of the hoſpital was laid by the lord mayor of the city of Dublin; the doctor carried on the building, and raiſed money for that purpoſe by lottery ſchemes, and on his own credit, until he had expended above 8000l. In the years 1755 and 6, the Iriſh parliament perceiving his difficulties, voted 1200l. towards the work, and 2000l. for the doctor's own uſe, as a reward for his ſervices.

In 1756, he obtained a charter from his late majeſty, incorporating

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rous misfortunes; manufactures and commerce, the true ſources of wealth, are in ſome degree reſumed, by which property will be more generally diffuſed amongſt the inhabitants, which will ultimately centre in ground rents and buildings. But the growth of Edinburgh doth not reſt upon the revival of a trading ſpirit amongſt the inhabitants. This city is conſidered as the modern Athens, in politeneſs, ſcience and literature. The writings of its profeſſors, divines, and lawyers, are every where read and admired. In the healing art it hath been long and juſtly celebrated. A ſeminary thus qualified, will conſequently draw thither many ſtudents from various parts of Europe

ating a number of noblemen and gentlemen, as guardians, and appointing himſelf maſter of the hoſpital during life. In 1757, it was opened by the duke of Bedford, then lord lieutenant of Ireland, and 52 women, who then attended for admittance, were received. From thenceforward this hoſpital hath been ranked amongſt the the firſt charitable inſtitutions in that city.

The hoſpital, chapel, ſteeple, and rotunda, are much admired by the beſt judges in architecture. Through the rotunda is a paſſage to the garden, wherein is a fine bowling green, with beautiful walks and ſhrubberies. The rotunda and gardens are open three evenings in the week, when there is an excellent concert of vocal and inſtrumental muſic; at ſuch times and on Sunday evenings, when there is no concert, there is generally a numerous and brilliant aſſembly of the firſt people in the city.

The expences of the hoſpital are defrayed principally by the receipts of the rotunda, which after deducting the expences, generally amount to 400l. annually; by collections in the chapel, 200l. by balls in the rotunda in winter, and private benefactions; the whole in 1779, amounted to 1159, in which year 1064 women were admitted into the hoſpital. From this it appears, that the expence of each woman and her child, is about 1l. 1s. 5d. including ſalaries, repairs, &c.

This was the firſt hoſpital of the kind attempted in any part of his majeſty's dominions, and the great advantage of it being ſoon obſerved, application was made to doctor Moſs in 1747, by ſeveral perſons in London, particularly doctor Layard, for his plan, ſcheme, and regulations, which he tranſmitted to him; and the year following an hoſpital was eſtabliſhed in London on the ſame plan. It is ſubmitted to the magiſtrates and citizens of Edinburgh, whether a ſimilar plan, on the above mentioned ground, would not be expedient in a capital and neighbourhood containing 100,000 inhabitants.

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and America: the preſent number amounts to 1000, of whom 400 or upwards are in the medical line.

Next in importance is the high ſchool, an antient eſtabliſhment in this city, conſiſting at preſent of a rector and four maſters, who teach the Latin tongue with great ſucceſs, to generally about 400 boys.

Here is alſo an academy for drawing; for the deaf and dumb; and a riding ſchool.

A ſociety for propagating Chriſtian knowledge; a royal ſociety comprehending various branches of ſcience and literature; an antiquarian ſociety; a medical ditto; a ſpeculative ditto; a botanic garden of five Engliſh acres, under the direction of profeſſor Hope, in which is an area, called the ſchool of botany, where ſeveral thouſand plants are ſyſtematically arranged, beſides a great number of curious exotics; and in a ſmall incloſure, the profeſſor hath a plantation of the true rhuburb, conſiſting of 3000 plants, moſt of them twelve or thirteen years old. An obſervatory is partly completed on the Calton hill, commanding moſt extenſive views, furniſhed with the large teleſcope and all the optical inſtruments and apparatus which belonged to the celebrated Mr. James Short, F. R. S.

The advocates library contains a valuable collection of books, manuſcripts, charters, and other records; elegant prints; 3 or 4000 coins and medals; and among other curioſities, an intire mummy, preſerved in its original cheſt, purchaſed by the late earl of Morton, for 300l. and by him preſented to the faculty of advocates.

Edinburgh is alſo furniſhed with a play-houſe, and ſeveral aſſembly-rooms; one of which is ſingularly elegant, and nearly 100 feet in length, by 60 or upwards, in breadth. Alſo a concert-hall, built by Mr. Robert Mylne, architect of Blackfriars-bridge, after the model of the great opera theatre at Parma, but on a ſmall ſcale. This building is

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greatly admired, both for the elegance of the architecture and its admirable fitneſs for muſic. The expence of the hall was raiſed by a muſical ſociety, who meet weekly.

A new ſociety hath lately been eſtabliſhed for the improvement of that warlike muſic, the bagpipe; the candidates from various parts of the Highlands, ornamented in the proper enſigns of the order, exhibit annually at Edinburgh, before a numerous audience.

There are annual races on the ſands of Leith, every July, for a purſe of 100 guineas, given by his majeſty; a plate of 50 guineas value, by the city of Edinburgh; the noblemen and gentlemen's purſe of 100 guineas; the ladies ſubſcription-purſe; and other prizes. The races laſt a week, and are much frequented from both kingdoms.

About 300 nobility and gentry compoſe the royal company of archers, many of whom meet weekly during the ſummer, to train themſelves in that antient exerciſe, wherein both Engliſh and Scots excelled, and for which they were famed over Europe. They have an annual trial of ſkill in public, on which occaſion they are dreſſed in tartan, lined with white, trimmed with green and white ribbons; a white ſaſh, with green taſſels; and a blue bonnet, with a St. Andrew's croſs. They have alſo 2 ſtandards, whereon are diſplayed, Mars and Cupid; the motto, "*In Peace* and War." A yew tree, with 2 men dreſſed and equipped as archers—the motto, "*Dat gloria vires.*" The Scottiſh arms—the motto, "*Nemo me impune laceſſet.*" St. Andrew on the croſs—the motto, "*Dulce pro patria periculum.*"

The ſight of the archers thus equipped, ſhooting for the prize, is truly noble.

The company of hunters, called *the Caledonian Hunt*, is alſo compoſed of nobility and gentry, who appear in uniform at their meetings; they give an annual

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annual ball at the palace of Holyrood-houſe, where, among other regulations, *no gaming is allowed.*

We ſhall conclude this liſt with the company of bowlers—and the company of golfers, each of them being governed by certain regulations.

The hotels in Edinburgh have every claim to recommendation, in reſpect to the elegance of the buildings and furniture, the variety of diſhes, and the quality of the wines moſt generally uſed. Theſe houſes are built in the new town, and moſtly kept by Engliſhmen. They are alſo furniſhed with coffee-rooms, the London and Edinburgh newspapers, with other publications.

Such are the allurements of this riſing city—ſalubrious air, variegated and extenſive proſpects of land and water; proviſions and vegetables cheap and plentiful; ſpirits and wines unadulterated; coals at 8s. or under, per ton; excellent water; machines for ſalt-water bathing; reſpectable ſchools for both ſexes; a celebrated univerſity, in which arts, ſcience, philoſophy, and all the branches of literature, are taught on eaſy terms; academies; literary ſocieties; a flouriſhing botanic garden; an obſervatory; public libraries, and all the faſhionable amuſements. To theſe, and other circumſtances, is owing the conſtant influx of new inhabitants, and the rapid increaſe of buildings within theſe few years paſt.

People of landed eſtates, who uſed to board their children for the benefit of the ſchools and univerſity, now purchaſe or hire ſmall commodious houſes for a temporary reſidence, while the numerous amuſements of the town, and the pleaſure of polite ſociety, engage others to become citizens for life.

When ſhady walks and pleaſure-grounds ſhall be formed, for which Princes-ſtreet, Queen's-ſtreet, and the fields already deſcribed, are well adapted; and when a penny poſt-office ſhall be eſtabliſhed (which would alſo increaſe the town-revenue) the conveni-

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encies and allurements of this city will be irreſiſtible.

Of the harbour of Leith, though lying upon the capacious river Forth, little can be ſaid in its favour. In appearance and dimenſions, it reſembles the tower-ditch at London, and hath only 9 feet water at neap-tides, and 16 in high-ſpring tides.

Were the funds of the city adequate to the expence, ſeveral feet water might be gained at the bar, and the harbour made capable of containing 100 ſail of ſhips, and of keeping all veſſels not exceeding 12 feet water, conſtantly afloat. The ſhipping of the port of Edinburgh, is calculated at 10,000 tons; that of London, 200,000. The largeſt and fineſt ſhips belonging to Leith, are the London traders, who make 7 trips every 2 years at a medium.

It is ſuppoſed that the balance in favour of London, and other parts of England, with the Forth, ſince the increaſe of buildings, and population in Edinburgh, amounts to half a million annually.

The diſtance from Edinburgh to Perth is 40 miles, almoſt due north. The firſt object that preſents itſelf is the river Forth, which may be croſſed at Leith, where it is near 6 miles over, or at the Queen's-ferry, 9 miles above, where the paſſage is leſs than two miles. Both of theſe roads unite at Kinroſs, a pleaſant town on the banks of Loch Leven, a lake of twelve miles in circumference, ornamented with woody iſlands, on one of which, the unfortunate Mary queen of Scots was impriſoned by her ſubjects. Thus far the country is very fine, and well improved; conſiſting of gentle riſings, and rich crops of grain, but without thoſe hedge-rows, interlined with trees, which ornament the plains of the ſouth.

From Kinroſs, the country aſſumes a mountainous appearance, very proper for ſheep, but injudiciouſly cut up, in many parts, for the raiſing of ſlender crops

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crops of grain, a cuſtom too prevalent throughout the whole kingdom of Scotland.

The deſcent from theſe hills opens a view of Stratherne, a rich valley, 30 miles in length; bounded on both ſides by verdant ſheep-walks; interſperſed with the ſeats of nobility and gentry; and beautified by the numerous windings of the river Erne. Croſs the bridge, and aſcend the baſe of Moncrief hill, commanding an extenſive proſpect of Perth, the Tay, and the Grampian mountains.

This is the ſhorteſt, and moſt uſual road to Perth; but travellers, who wiſh to ſee the remains of a city, celebrated formerly for ſcience and commerce, muſt, after their paſſage from Leith, keep along the eaſt-coaſt of Fifeſhire, till they arrive at St. Andrews, whoſe ruins, at a ſhort diſtance, exhibit a picture of Gothic magnificence, and Chriſtian barbarity.

The town conſiſted of 4 ſtreets of conſiderable length, and proportionable breadth, running parallel to each other, in ſtraight lines. Three of the ſtreets ſtill remain; of the fourth, hardly a veſtige is to be ſeen. Further particulars, reſpecting this fallen city, would be painful in the recital.

After paſſing through an open country of 9 miles, the traveller arrives at the banks of the Tay, where that river is 2 miles in breadth; it widens above, to 4 miles; and is navigable for coaſting veſſels as high as Perth, from whence much ſalmon is exported to London. The ferry can only be croſſed after half-flood, when ſtout boats are continually plying for paſſengers to Dundee, a handſome town, finely ſituated for trade, and long celebrated for the commercial ſpirit of its inhabitants, who are equally diſtinguiſhed for their taſte, in whatever relates to ornament, or utility.

The diſtance from Dundee to Perth is 22 miles, through the Carſe of Gowrie, eſteemed the garden of Scotland, but which, its envious neighbours ſay,

is

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is denied fire in winter, water in ſummer, and the grace of God all the year. There are 2 roads through this delightful ſpot; the lower and the upper. The lower road is upon the edge of the Tay, and hath a near view of the oppoſite coaſt of Fife, which riſes in a gentle aſcent from the water, and in beauty and fertility is little inferior to the northern ſhore. The upper road commands one of the richeſt views in Great Britain, and is conſequently preferred by all thoſe who travel for health or amuſement. It is carried along the margin of the Gowrie hills, whoſe ſloping ſides are every where covered with rich fields of wheat, clover, or thriving plantations.

Within a few miles of Perth, theſe hills begin to cloſe upon the river; the terrified ſtranger finds himſelf environed by lofty impending precipices, cloathed however to a conſiderable height, with natural woods; a ſpecimen of the rude magnificence ſo frequent in the Highlands, which are now at no great diſtance.

Perth ſtands upon the weſt ſide of the Tay; it conſiſts chiefly of two handſome ſtreets: is, upon the whole, an elegant town, and admits of great improvement. Its ſhady walks on the banks of the Tay, the oppoſite hills covered with riſing plantations, the handſome bridge, from whence there is a view of an extenſive plain bounded by diſtant mountains, compoſe a juſtly admired landſcape.

But no traveller, who is not in a deep decline, ſhould leave this place, until he hath aſcended the hill of Moncrief; where, having gained the ſummit, his labour will be amply repaid. Vain would be the attempt of the moſt fertile imagination, to diſplay, by deſcription, the ſcenery which that hill commands. The ſoft, and the rude touches of nature, are ſo finely blended, that the eye alone can delineate them.

On

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On leaving Perth, the Grampian mountains appear in full view, ſtretching in a north-eaſt direction, from Loch Lomond to Aberdeen; having in front, the valley or plain of Strathmore, of conſiderable extent and fertility; the great theatre of Scottiſh valour, in defence of their country and liberties; and is therefore ſtyled, by way of pre-eminence, *claſſic ground.* The Caledonians had long beheld, with deep concern, the encroaching ſpirit of the Romans, in Britain; their vigilance, perſeverance, and progreſſive conqueſts, from the Thames northward, till they arrived at the baſe of theſe mountains. Here the Caledonians, ſeeing themſelves inveſted by ſea and land, with a view to the complete conqueſt of the iſland, made vigorous preparations, to check the further progreſs of thoſe hoſtile intruders. Having collected the force of the nation, and lodged their wives and children in places of ſecurity, they marched forward in good order, and with a bold countenance, till they came within ſight of the Roman legions, whom they no longer conſidered as invincible. While Agricola was animating his veteran ſoldiers, exhorting them to put an end to a ſtruggle of 50 years with one great and important day, the royal Caledonian pathetically addreſſed his countrymen, in a ſpeech of conſiderable length, of which the following abſtract from Tacitus, is here inſerted as a ſpecimen:

"Againſt their pride and ambition," ſaid he, "you will in vain ſeek a remedy or refuge from any obſequiouſneſs or humble behaviour. Theſe plunderers of the earth, theſe ravagers of the univerſe, finding countries to fail them, endeavour to riſle the wide ſeas and the ocean. If the enemy be wealthy, he inflames their avarice; if poor, their ambition. Neither the eaſtern world, nor the weſtern, vaſt as they are, can ſatiate theſe general robbers. Of all men, they alone thirſt after acquiſitions, both poor and

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and rich, with equal avidity and paſſion. Devaſtations, murders, and univerſal deſtruction, they by a lying name ſtyle *empire* and government; and when they have ſpread a general devaſtation, they call it peace. Deareſt to every man, by the ties of nature, are his children and kindred. Theſe are ſnatched from us to ſupply their armies, and doomed to bondage in other parts of the earth. Our wives, daughters, and ſiſters, however they eſcape violence from them as from open enemies, are debauched under the appearance of friendſhip. Our goods are their tribute, our corn their proviſion, our bodies and limbs their tools for the drudgery of making cuts through woods, and drains in bogs, under continual blows and outrages.

"The Brigantes*, even under the conduct of a woman, burnt their colony, ſtormed their entrenchments, and, had not ſuch auſpicious beginnings degenerated into ſloth, might have with eaſe caſt off the yoke and recovered their former liberty. Let us, who are yet unſubdued, who ſtill preſerve our forces intire, and want not to acquire, but only to ſecure liberty, ſhew at once, in the very firſt encounter, what kind of men Caledonia has reſerved for her own vindication and defence. Here you ſee a general, here an army; their tributes and mines, with a long train of calamities and curſes, ever attending a ſtate of ſlavery. Whether all theſe are to be for ever impoſed and borne, or we forthwith avenge ourſelves for the attempt, this very day muſt determine. As therefore you advance to battle, look back upon your anceſtors, who lived in the happy ſtate of liberty; look forward to your poſterity, who, unleſs you exert

* The Brigantes inhabited Yorkſhire, Lancaſhire, Durham, Weſtmoreland, and Cumberland. They made a brave defence, under queen Boadicia, and were the laſt of the South Britons who ſubmitted to the Romans.

your

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your valour in this very field, muſt live for ever in a miſerable ſtate of ſervitude."

Many battles were fought in this ſtruggle between the thirſt of empire and the love of freedom. The Roman legions, more through their military knowledge than ſuperior bravery, generally prevailed; but the Caledonians, aided by their mountains and moraſſes, though often defeated, were never completely ſubdued. What the Romans could not, therefore, acquire by the ſword, they endeavoured to accompliſh by policy. Having ſtationed themſelves in the centre of the kingdom, as appears by the camps ſtill viſible in the front of the mountains, they created a diſtinction between the Caledonians of the eaſt, and thoſe of the weſt ſide of the country. To the former they gave the name of *Picti*; to the latter, that of *Scoti*. In order more effectually to divide the nation againſt itſelf, they prevented all ſocial intercourſe, fomented jealouſies, and encouraged feuds, themſelves acting as auxiliaries, as occaſions required, and prudence dictated.

When the Romans were called home, in the fifth century, to defend the centre of their tottering empire, againſt the unceaſing attacks of Goths, Vandals, and other barbarians; the two nations of Scots and Picts, who had long been the tools of Roman policy, became, in their turn, zealous, not for freedom, but for conqueſt. Thoſe plains remained the theatres of fierce conflicts, till the middle of the ninth century, when the Scots finally prevailed, and the whole country, now re-united under one monarch, took the name of Scotland. The ſeat of government was transferred from Rothſay, Dunſtaffnage, Inverlochy*, and other caſtles of the antient Scottiſh princes, to

* There ſtill remains a fragment of the caſtle of Rothſay, and a conſiderable part of Dunſtaffnage. They are conjectured by antiquaries to be nearly coeval with the Romans in this iſland. The caſtle of Iverlochy ſeems, by its architecture, to be of later conſtruction.

Scone,

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Scone, and its neighbourhood, as being more inviting, and alſo more centrical and commodious, for repelling the ravages of the Danes, a people who had carried terror and deſolation throughout the whole kingdom, but more particularly the eaſtern coaſt facing the Baltic. Thoſe diſtricts were, therefore, ſtill devoted to the rage of war, which was rendered more deſtructive, from the averſion of the Danes to Chriſtianity. The Scots proved generally victorious; and, at length, the invaders, tired out with fruitleſs enterpriſes, abandoned their precarious conqueſts, about the middle of the eleventh century, during the reign of the famous Macbeth. No place therefore, in Britain, affords ſo great a variety of antient remains; ſuch delicious morſels, whereon the antiquary may gratify his curioſity, and the critic diſplay his learning *

Twelve

* They conſiſt chiefly of *Roman Encampments*, at Strageth, Ardoch, Comerie, and Delvin. *Roman Highways* are alſo viſible in many parts, connecting the different encampments and the leſſer ſtations.

Caledonian Fortreſſes. Theſe were generally placed on, or near the ſummits of the Grampian hills, and commanding extenſive views of the vallies underneath. They were ſurrounded with ramparts formed of looſe ſtones, having entrenchments or ditches on the outſide. Here the Caledonians lodged their women and children in times of danger, while the young and the brave gave battle to the Romans. The moſt conſpicuous of theſe poſts are at Blairgown, the two hills of Catter-thun, and Denoon caſtle.

Hiſtorical Pillars or Obeliſks. Theſe are both inſtructive and curious. They were erected in commemoration of ſignal victories gained by the Scots over the Danes, and are generally ornamented with a rude ſculpture, or bas-relief of men on horſeback, and other emblematical figures and hieroglyphics, which have been accurately deſcribed by the antiquaries of the laſt and preſent century. Theſe obeliſks derive a particular conſequence from their being found upon this north-eaſt ſide of Great-Britain, and no where elſe. Some of theſe ſtones are erected at Aberlemni near Brechin. Other pillars of curious workmanſhip, repreſenting chariots, horſemen, human figures, animals, and centaurs, are found at the village of Meigle. The death of Malcolm II. at Glaimis, is repreſented

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Twelve miles from Perth, the traveller arrives at the noted pass of Birnam wood, and must bid adieu, for a while, to verdant hills, extensive plains, and populous towns. The scene changes instantaneously to lofty mountains, covered with heath, or natural woods; to narrow vallies, winding streams, and extensive lakes. Wherever he directs his course in the Highlands, he is accompanied by wood and water.

represented on various stones near that castle. It had been generally supposed, that the hieroglyphic pillar at Forres on the Murray firth, was the last of that kind towards the north; but Mr. Cordiner's publications have opened a new field of antiquities, reaching to the extremities of the island.

Round Towers. These are supposed to be of Pictish or Danish construction, but their uses have not reached posterity. There are only two columns of this singular architecture in Britain, viz. one at Abernethy near Perth, whose height is 72 feet, and circumference at the bottom 47 feet. The other is at Brechin; its height is 103 feet, its circumference near the bottom 48 feet; the thickness of the wall at that part is seven feet two inches, and at the top, four feet six inches.

The *Palace of Scone.* Kenneth II. upon his conquest of the Picts in the ninth century, having made Scone his principal residence, delivered his laws, called the *Macalpine laws*, from a *tumulus*, named the *Mote Hill of Scone.* The same prince conveyed to this place, from Dunstaffinage, the coronation chair of his predecessors, and here it was used for that purpose by his successors, down to the year 1296, when Edward I. of England carried it to London, to the great mortification of the Scottish nation. Their kings, however, continued the practice of being crowned here till the reign of Charles II. the last monarch who honoured Scone with that ceremony.

Of the royal palace of Scone, the abbey, church, and other magnificent buildings, nothing now remains; they were completely destroyed in the year 1559, when there ensued, says Bishop Spotiwood, a pitiful devastation of churches, and church-buildings, throughout all parts of the kingdom.

Birnam Wood, and Dunsinane. The place called Birnam Wood is a lofty hill on the west side of the Tay, immediately on the entrance of the Highlands. Dunsinane is a small, but steep hill on the east side of the Tay, on the summit of which, Macbeth built and fortified his imaginary impregnable castle, as a place of security against the attacks of his rival, Malcolm III. No part of the building now remains; but the ditches which surround its area are still visible. The neighbourhood abounds in *tumuli* and other antiquities.

Every

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Every valley, called in that country ſtrath or glen, hath its ſtream meandering from ſide to ſide, and dividing the whole into a number of little verdant peninſulas. The beds of theſe rivers, are ſand or pebbles, barely covered in ſummer, but which, during the autumnal and winter floods, ſeem ſcarcely ſufficient to contain the great body of water that rolls along with frightful impetuoſity. When, upon a thaw of ſnow, every mountain pours forth its tribute in numerous little caſcades, and every rill is ſwelled to a river, the inhabitants of the vallies ſee themſelves environed on every ſide, with impending danger to themſelves, their cattle, and their grain. Bridges, eſpecially thoſe of modern conſtruction, are thrown down, trees are torn away, and even ſtones of conſiderable weight yield to the preſſure of the torrent.

All the accumulating waters, from every direction, in a circuit of fifty miles, are received by the Tay; and this noble river, after collecting the various ſtreams of the centre of the kingdom, falls into the ſea below Perth. A river ſo conſiderable muſt, at proper ſeaſons, facilitate the floating of timber, from the glens, and interior parts of the Highlands; of this favourable circumſtance the gentlemen of thoſe parts ſeem now to be duly ſenſible. Its banks afford a rich proſpect of future wealth, ariſing, in many places, from grounds which could not otherwiſe be brought into uſe.

The Tay flows from the north, and receives at Dunkeld the river Bran, whoſe pictureſque banks, improved by art, contribute greatly to the beauties around that elegant ſeat. The road northward exhibits on every ſide, an accumulating treaſure to the noble proprietor, and extremely pleaſant to the traveller. At Logyrait, eight miles above Dunkeld, the Tay and the Tumel unite their copious ſtreams. The natural beauties of this place are diſ-

graced

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graced by a mean village, which, though the ſtation of two ferries, hath neither inn nor ſtable.

From Logyrait northward, the fine ſcenery of art and nature continues as far as Blair, a reſidence of the family of Athole during the hunting ſeaſon.

Thriving plantations, pictureſque walks, cut with great labour, expence, and perſeverence, through rocks, and impending precipices, over glens darkened with timber; a ſeries of five natural caſcades, forming upon the whole near 200 feet in height, abundantly repay the traveller, whoſe curioſity leads him thus far into the Highlands.

From Blair northward, there are two roads; one leading to the pleaſant ſhire of Murray; the other to Fort Auguſtus, and Lochaber, now Fort William. Neither of theſe roads being convenient for carriages, travellers, whoſe buſineſs or curioſity leads them to the North of Scotland, generally go by the lower or eaſtern road, through Aberdeenſhire.

Blair, is therefore, the moſt northerly ſtage of *The Short Tour of Scotland*; the traveller hath no choice of returning by another road to Logyrait; nor will he, after a ſecond review of this romantic country, be ſorry for the diſappointment. Logyrait, ſituated at the conflux of the Tay and the Tumel, is alſo the centrical point where the roads from Dunkeld, Blair, Taymouth, and other parts of the Highlands, unite. From this place the traveller now proceeds weſtward, along the north ſide of the Tay, which winds, in conſiderable reaches, through a beautiful valley fifteen miles in length, called Strathtay, abounding in grain, meadows, and plantations. The water which glides through this fine tract receives on the north ſide, the river Lion, two miles below Taymouth, the ſeat of the earl of Braedalbane, already deſcribed, but all deſcription fails in the attempt to convey ſuitable ideas of its magnificence.

Here the Tay iſſues in a copious ſtream from Loch Tay, a lake fifteen miles in length, one in

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breadth, and from 50 to 100 fathoms in depth, furniſhed with ſalmon and other fiſh peculiar to the Scottiſh lakes. Its banks, on both ſides, are fruitful and populous: the road weſtward, is finely diverſified by the windings of the lake, and the various appearances of the mountains; ſome, impending in rugged precipices, others riſing gradually, to a majeſtic height.

The weſt end of this lake exceeds, in the opinion of ſome perſons, all the ſcenery of Dunkeld, Blair, or Taymouth. Here the Tay, and the Lochy, ſeem emulous in diſplaying their reſpective beauties, before they are blended with the lake.

The views of theſe rivers; of the lake, the iſlands, and the towering mountains, diſcover, every where, the patriotic hand of the late earl of Braedalbane; to whoſe munificence, the public are alſo indebted for the roads, the bridges, and the commodious inns of this extenſive, but townleſs region.

Here, at Killin, the traveller may conſider himſelf in the centre of Scotland, and nearly at the medium diſtance between Dunkeld and Loch Lomond, the two main openings into the Highlands, from the ſouth. The road ſtill leads weſtward, through Glendochart and Strathfillan, watered by the Tay, which hath its ſource amidſt tremendous mountains, whereon ſtands the inn of Tyndrum, remarkable for being the moſt elevated habitable ſituation in the kingdom. The waters now take a weſtern direction through the little vale of Glenurchie, till they are loſt in Loch Awe, a narrow freſh water lake, 24 miles in length, partly ſhaded with wood, and ornamented with 12 ſmall iſlands, whereon are the ruins of a convent, and two caſtles.

Since the publication of Mr. Pennant's and doctor Johnſon's obſervations on the eccleſiaſtical remains at Icolmkill, and particularly ſince the diſcovery of the natural colonnades in the iſland of Staffa, ſeveral perſons of diſtinction from different parts

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parts of Europe, have viſited theſe curioſities; and it being probable that the number of ſtrangers reſorting thither will encreaſe, the following remarks may be found uſeful.

The waters of Loch Awe diſcharge themſelves by a narrow rapide of 3 miles, into Loch Etive, a ſmall branch of the ſea. At the junction of theſe waters, called Bunawe, an Engliſh company have long carried on the ſmelting buſineſs, by means of the woods in that country, and highly beneficial to the poor natives, who find employment and good uſage in the various departments of the works *. The verdant fields and other appearances on this little ſpot, plainly indicate the reſidence of Engliſhmen. Nor hath nature been ſparing of her beauties, in the true Highland ſtyle: mountains, wood or water, are the inſeparable attendants of thoſe who chooſe to honour Loch Etive with a viſit.

At Connel, ſome miles weſt of Bunawe, this lake being croſſed almoſt from ſide to ſide, by a hidden rock, exhibits at half flood and half ebb, particularly the ebb of ſpring tides, a moſt furious cataract of about 10 feet high, called the Falls of Connel.

There are 2 roads from Loch Etive to Oban, viz. a horſe road by Dunſtaffnage, and a carriage road formed at a conſiderable expence acroſs the moors, agreeable to the general practice of Scotland, when a triſle can be ſaved in diſtance, without reflecting that many travellers go thither, not to be chagrined, but amuſed. Perſons of this deſcription will prefer the horſe road, however inconvenient, in order to view the remains of Dunſtaffnage caſtle, a ſeat of

* One of the principal partners being informed by his clerk, that the work people had run in debt to the company to the amount of 1400l. this worthy man, whoſe name is juſtly revered over the whole country, enquired into their manner of living, and other particulars, and being informed of their ſobriety, honeſty, diligence, domeſtic qualities and numerous children, he ordered the whole debt to be immediately cancelled.

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the Scottiſh kings, previous to the conqueſt of the Picts in 843, by Kenneth II. and where the coronation chair was kept till removed by that monarch to Scone *. This caſtle is built upon a rock at the mouth of Loch Etive, whoſe waters expand within, to a beautiful bay where ſhips may ſafely ride in all weather. Of this building, nothing remains except the outer walls, which, though rooſleſs, are ſtill in good order. The proprietors of the caſtle and contiguous lands, have erected ſome buildings within the walls, where the preſent laird reſides, and where the writer of theſe ſheets was hoſpitably entertained, and lodged undiſturbed by the rattling of arms, or the ſounding of the trumpet. At a ſhort diſtance is a ſmall, rooſleſs chapel, ſtruggling againſt time and weather, to accompany this ſeat of kings through ages yet to come. While a certain traveller was looking penſively at theſe poor remains, they opened their mouth, and ſaid, in a clear voice, "Mr. ——, your country is greatly obliged to you, I hope you will be rewarded in another world." In this manner, the

* Mr. Campbell the preſent proprietor, has a ſmall ivory image of a monarch ſitting in his chair, with a crown on his head, a book in his left hand; and, ſeemingly, in a contemplative mood, as if he was preparing to take the coronation oath. His beard is long and venerable; his dreſs, particularly his robe edged with fur or ermine, is diſtinctly repreſented. The figure was found among the ruins of Dunſtaffnage, and being conſequently engraved before the conqueſt of the Picts, it is to be conſidered as one of the greateſt curioſities now in the iſland. It corroborates the few remains of antient Scottiſh records; it repreſents the dreſs of thoſe early times; and it diſcovers a knowledge of the art of ſculpture, wherein the Scots ſeem to have made conſiderable proficiency, of which the before mentioned hiſtorical ſtones, are viſible proofs.

Some parts of an antient regalia, were preſerved at Dunſtaffnage, till within the preſent century, when they were embezzled by the ſervants of the keeper during his infirm years, probably for the ſilver with which the articles were ornamented, and nothing now remains excepting a battle-axe, 9 feet in length, of beautiful workmanſhip, and ornamented with ſilver. If Mr. Campbell ſhould be diſpoſed to preſent theſe curious remains of ages probably coeval with the Romans, to any of the Scottiſh univerſities, he would thereby merit the thanks of his country.

laird

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laird of Dunſtaffnage paſſes his jokes upon ſtrangers; who, ſhould they turn round abruptly, will perceive him ſpeaking to a perpendicular rock, which hath the quality of conveying the words to the chapel, and thus between both, a ſtranger fancies himſelf amidſt enchantments.

The ſituation of this regal ſeat, was calculated for pleaſure, as well as ſtrength; a proof that mankind, even in the rudeſt ages of ſociety, are more or leſs governed by taſte. The views of mountains, vallies, waters and iſlands, are delightful. On the north ſide of Loch Etive ſtood the town of Beregonium, ſuppoſed to have been the capital of the Weſt Highlands. It ſeems, from certain mounds, excavations, and other appearances, to have been a ſtrong fortreſs, to prevent invaſion, or to ſecure a retreat, as occaſions might require. The country abounds in Druidical, Daniſh, and other antient remains. At the diſtance of 2 miles from Dunſtaffnage, is the bay of Oban, facing the iſland of Mull, and here travellers are furniſhed with ſmall veſſels, and neceſſaries for the voyage to Icolmkill and Staffa, which lie on the weſt ſide of Mull, in the Atlantic.

The traveller having thus croſſed the kingdom from ſea to ſea, may return by the carriage road to Inverary, a day's journey from Oban, where, if furniſhed with recommendations, he will be amply rewarded for all his fatigues, and the inconveniencies of Highland inns *. This little capital is pleaſantly ſituated on a ſmall bay, formed by the junction of the river Aray with Lochfine, where the latter is a mile in width, and 60 fathoms in depth.

Inverary hath long been the principal reſidence of the antient and illuſtrious houſe of Argyle, deſcended from a line of kings; a family of diſtinguiſhed war-

* In viſits of this kind, particularly from mere ſtrangers, it is uſual to leave the ſervants, horſes and carriages at the inns, while the company pay their reſpects to the noblemen or gentlemen in the neighbourhood.

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riors, patriots, and ſtateſmen; the hereditary patrons of arts, ſcience and improvements; and whoſe hiſtory makes a conſpicuous figure in the annals of their country *. The preſent ſeat is a modern fabric, begun and completed by the late duke Archibald, who alſo formed the deſign of an entire new town, upon a commodious, elegant plan, becoming the dignity of the capital of Argyleſhire, a country moſt admirably ſituated for fiſheries and navigation. The town hath been rebuilt agreeable to the original deſign. The inhabitants are well lodged in houſes of ſtone, lime and ſlate. They are fully employed in arts and manufactures; plentifully ſupplied in the produce of ſea and land; and in every reſpect happy under the benevolent hand of the preſent proprietor. A noble example to the gentlemen of the Highlands, whoſe efforts, if aſſiſted by government, may do wonders in their hitherto uſeleſs country. We cannot quit this ſubject without remarking the comparatively happy ſituation of mankind, under the 3 noblemen, whoſe contiguous eſtates, occupy the greateſt part of a tract, extending from the borders of Aberdeenſhire, to the weſtern ocean. Emigration, ſo fatal to Britain, is ſcarcely known upon the eſtates of Argyle, Athol, and Braedalbane; an infallible proof of judicious meaſures, and humane uſage.

Reſpecting the planting around Inverary, it would be in vain to attempt even the outlines of deſcription. It is extenſive beyond conception, and admirably variegated.—Every crevice, glen, and mountain, diſplays taſte and good ſenſe.—Thouſands of the gloomy fir are weeded out, and trees pleaſing to the eye

* Agreeable to the traditional accounts of ſenachies and bards, their predeceſſors were in poſſeſſion of the lands of Loch Awe, before the departure of the Romans in the 5th century. Camden derives their origin from the antient kings of Argyle in the 6th century. The lineal deſcent of the family is traced from the reign of David I.

riſe

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riſe from the vale to the lofty ſummit, in all the ſublime magnificence of nature.

This immenſe wood naturally ſuggeſts a conjecture into its value for the various purpoſes of bark, charcoal, forges, paling, furniture, houſe and ſhip building. Some of the beech are from 9 to 12 feet in circumference, and the pines from 6 to 9; but theſe being comparatively few, we ſhall ſtate the medium girth of 2,000,000 trees planted within theſe laſt hundred years, at 3 feet, and the medium value at 4s. which produces 400,000l. and this for the moſt part, upon grounds unfit for the plow, being chiefly compoſed of hills and rock.*

Inverary is ſituated within a days journey of the Low Countries; but travellers, who incline to vary the ſcene, will make a previous excurſion for a few days to the peninſula of Cantire. The road is carried along the banks of Lochfine, fringed in ſome parts with natural woods, which are ſucceſſively devoured by a furnace, the property of an Engliſh company, for making charcoal. At the diſtance of 23 miles from Inverary is Loch Gilp, the propoſed ſeat of a town and canal to the weſtern ocean.

The gentlemen of the county have lately completed a new road from thence to Eaſt Tarbat, which affords moſt beautiful and romantic ſcenery. Lochfine is bounded at this place with lofty mountains, riſing immediately from the edge of the water, whoſe baſes of ſolid rock yielded to the force of gunpowder.

The road was completed at 100l. per mile, of which there are 14, to the Tarbat. It winds beautifully around the little head-lands, generally 40 to

* One of theſe hills riſes immediately from the houſe a great height, in the form of a pyramid, and is cloathed to the ſummit with a thick wood of vigorous ornamental trees. On this ſummit, or point, Archibald duke of Argyle built a Gothic tour or obſervatory, where he ſometimes amuſed himſelf. The aſcent by the road ſeems to be half a mile, and the perpendicular height about 800 feet.

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50 feet above the lake, now ſix miles broad, and of which it hath a commanding view. The appearances on the land ſide are tremendous and romantic. Impending cliffs, and frequently very large detached pieces of rock, produce a degree of terror in travellers unaccuſtomed to ſuch ſights. The aſcent is generally ſprinkled with young wood of oak, aſh, birch, and hazel, which is cut down every 20 years for the bark, and charcoal. Many of theſe trees grow out of the crevices of the rocks, and I have certainly perceived ſome growing from the large ſtones that lie upon the face of the precipices.

This whole ſcenery is greatly enlivened in wet weather, by a ſucceſſion of torrents pouring furiouſly from the ſummits, and frequently exhibiting beautiful caſcades.

The village of Tarbat, which terminates this agreeable ſtage, is the centrical paſs between Inverary and Campbeltown, being 37 miles from each. The little bay at this place is much encumbered with rocks at the entrance, but within, a number of ſhips may lie ſecure from all winds. An iſthmus of one mile in length ſeparates the bay from Weſt Loch Tarbat.

From this paſs a narrow peninſula, from 5 to 10 miles in width, and nearly 40 in length, called Cantire, ſtretches in a ſouthern direction, till it is almoſt in contact with Ireland.

Here the road takes a weſtern direction, from the banks of Lochfine to the weſt ſide of the peninſula, waſhed by the Atlantic, and in ſome parts protected from the great ſwell of that immenſe ocean by the Hebride iſlands, ſome of which, as Jura, Ilay, Giga, appear in full view.

Jura lies north-weſt from the road; its length is 20 miles, ſeemingly one continued mountain, riſing in ſome parts to the height of near 3000 feet. On the weſt is Ilay, ſeparated from Jura by a narrow but navigable ſtrait, called the ſound of Ilay.

The appearance of this iſland is the reverſe of Jura,

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Jura, being for the moſt part on a level with the ſurface of the ocean. It is 22 miles in length, nearly the ſame in width; and is reckoned the moſt improveable iſland in the Hebrides.

At a ſhort diſtance from the road is Giga, nearly 5 miles in length, environed by leſſer iſlands, which contribute to enrich the view.

Beyond theſe, on the ſouth, is the iſland of Rathlin, near the Iriſh coaſt, of which there is an extenſive view.

The ocean itſelf is a ſource of entertainment, whether in high winds or a dead calm, and in ſome parts the road is carried along declivities immediately above it. But the inns, if they may be ſo called, conſiderably diminiſh the pleaſure of the journey, eſpecially in ſeaſons of ſcarcity, when oats cannot be procured at any price. Neither are the diſtances of theſe inns properly regulated.—They are thus: From Tarbat to the Whitehouſe 5 miles; Whitehouſe to Bar, 20 miles; Bar to Campbeltown 12 miles. But great allowances are to be made in theſe reſpects on a road newly opened, in a remote country, and ſeldom frequented. If health be an object worthy the attention of mankind, let them for a ſeaſon quit the card table, with the other ſedentary or frivolous amuſements, to enjoy exerciſe, and the freſh air of the Atlantic.

The traveller being arrived at Campbeltown will perceive the good effects of the herring buſs fiſhery, in the appearance of the town and harbour. The bay is beautiful, capacious, and ſafe, being landlocked on every ſide, and ſcreened at the entrance by a lofty ſmall iſland, which breaks the violence of the winds, and the force of the waves. The bay is 2 miles in length, half a mile in width, and hath from 5 to 9 fathoms water, with a good ſtiff clay bottom.

An antiquary will be ſurprized to find in this remote country, a croſs of beautiful workmanſhip, and

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and richly ornamented with foliage. It was brought from Icolmkill, from whoſe eccleſiaſtical remains the inhabitants of the continent have been pilfering for ages.

Reſpecting proſpects, the main object with many travellers, and particularly thoſe who viſit Campbeltown, the ſurface of the country affords ſeveral principal ſituations. One of theſe riſes from the ſouth ſide of the bay of Campbeltown to a height which over-tops the neighbouring mountains; but to behold the grand expanſe of land and water, to the greateſt advantage, it will be neceſſary to ride to the lofty promontory called the mull of Cantire *, where no obſtructions intercept thoſe magnificent views of nature, comprehending the ſouth Hebrides, the north coaſt of Ireland, ſeparated from Cantire by a channel of 13 miles; the firth of Clyde; the iſlands of Sanda, Ailſa, and Arran; with the coaſt of Galloway and Airſhire, at the diſtance of 30 miles.

Thoſe who incline to viſit the Giant's Cauſeway, on the oppoſite coaſt of Ireland, may, if the weather be ſettled, hire a wherry and four men at Campbeltown, which will convey them thither in a few hours; and ſhould they chooſe to return by water to Inverary, the ſame veſſel may be engaged at a trifling expence. This paſſage opens the firth of Clyde, and its iſlands, viz. Sanda, the craig of Ailſa, Arran, Bute, and the 2 Cumbras. Of theſe iſlands, Arran is the moſt conſiderable, being 14 miles in length, and generally 7 in width. It reſembles Jura in ſoil, and yields to none of the Hebride iſlands in height. Bute is near 13 miles in length, and 5 where wideſt, tapering to a point at both ends. It is in general low and fertile, but totally abandoned by the earl to which it gives a title, who hath not vouchſafed to honour it

* The mull of Galloway, the moſt ſouthern point of Scotland, lies in lat 54-44; the mull of Cantire in lat. 55-17; Malinhead, the moſt northern point of Ireland, in lat. 55-21.

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with his preſence, during theſe laſt 40 years, though he draws from thence 4000 guineas annually.

The narrow ſtrait which ſeparates Bute from the continent on the north, is called the Kyles of Bute, by which the voyage between Greenock and the Hebrides, through the propoſed canal, will be ſhortened above 100 miles.

The opening upon the weſt ſide is the entrance of Lochfine, which with a briſk gale from the ſoutherly points, may be navigated to Inverary in 4 or 5 hours; the whole voyage from Campbeltown may be performed with eaſe in one day, allowing ſufficient time to dine at the Tarbat, or Loch Gilp.

The traveller, impreſſed with the unrivalled grandeur and vaſt expanſe of the ſcenery he hath explored, will now behold the beauties of the little Highland capital with diminiſhed rapture, and the rippling waves of Lochfine, with indifference. He will entertain his grace with the wonders he hath ſeen, the accidents and dangers he hath eſcaped, the keenneſs of his appetite, and the glow of his ſpirits; and now bidding adieu to Neptune, and his grace's claret, he ſets out reluctantly from this hoſpitable and princely ſeat, upon his return to the ſouth,

The firſt part of the ſtage lies cloſe upon the edge of the lake, which gradually tapers to a point at Carindow, where it receives the river Fine, iſſuing from a glen of the ſame name. The tide flows as high as the bridge, and within a mile of which there is eighteen fathoms water. On the eaſt ſide of the lake is the ſeat of Sir James Campbell of Ardkinleſs, a branch of the Argyle family.

After loſing ſight of the lake, the road affords nothing remarkable. It is carried unavoidably to the ſummit of a mountain, where the ſoldiers under general Wade erected a ſeat for weary travellers, to which they are invited by theſe words cut on the ſtone, "Reſt and be thankful." From thence the deſcent is ſo precipitous, that travellers are glad

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to quit their carriages, and walk near a mile, to a moſt gloomy and ſequeſtered valley, called Glencroe, bounded on each ſide by mountains which ſeem to vie with the Alps.

The various appearances of theſe mountains, their naked cliffs and ſummits in all manner of directions, and the clouds ſwimming underneath, ſerve to amuſe and to improve the contemplative mind.

The traveller, having emerged from this ſolitary ſpot, finds himſelf in view of Loch Long, a ſalt water lake, 10 miles in length, which communicates with the Clyde, facing Greenock. It reſembles Lochfine in its breadth, and hath 7 fathoms water, within half a mile of its head.

This lake, and a ſmall branch with which it communicates on the weſt, called Loch Goyl, abounds with ſeals, ſalmon, white fiſh and mackarel; of the latter, from 3 to 5000 are ſometimes taken at one haul. Theſe fiſheries afford plentiful ſupplies to Greenock, Paiſley, and Glaſgow, where they are ſold at moderate prices.

Gareloch, 6 miles in length, lies on the eaſt ſide of Loch Long, and abounds in ſalmon, though inceſſantly perſecuted by a voracious ſpecies of fiſh called pollacks, who are extremely prejudicial to the ſalmon fiſhing in the Clyde, and all the waters which communicate with it.

The ſmall diſtrict of improveable country round the head of Loch Long abounds in planting, and hath all the appearances of ſkilful agriculture. Here reſides the chief of the Macfarlanes, of venerable age, though wore down with misfortunes. This lake is the eaſtern boundary of Argyleſhire, a portion of which county, and of Perthſhire, includes the whole route of the traveller, ſince his departure from the eaſt coaſt at Dundee.

He now enters Dunbartonſhire; and at the diſtance of a mile, arrives at Eaſt Tarbat, ſituated amidſt natural woods, on an eminence, immediately above Loch

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Loch Lomond, and 10 miles from its head. This celebrated freſh-water lake is ornamented with 28 iſlands, ſome of them conſiderable in extent, and ſtocked with deer. It is 25 miles in length, and above five where wideſt. Its greateſt depth is 720 feet, where it waſhes the baſe of Ben Lomond, a mountain which riſes to the height of 3240 feet, above the ſurface of the water.

The elevation of the road from the Tarbat ſouthward, contributes greatly to the pleaſure of the traveller, eſpecially after paſſing the point of Firkin, which inſtantaneouſly opens the whole expanſe of the lake, and all the luxuriancy of its woody iſlands, and indented ſhores.

The lake is ſeen at beſt advantage from ſome high grounds above the village of Luſs, 8 miles from the Tarbat, where there is a ſmall inn and ſtabling.

Travellers may alſo be furniſhed at this place with boats and watermen, ready at a minute's notice, to embark with their honours on a cruiſe amongſt the iſlands, but without the conveniency of a canopy, which is frequently neceſſary, in rainy or hot weather. Here a London waterman, with his ſkuller "clean'd out ſo nice, and painted withal," would make his fortune.

On the edge of a ſmall bay is the ſeat of Sir James Colhoun of Luſs, who inherits, through a long ſeries of anceſtors, the greateſt part of theſe pictureſque domains.

The outlet of this lake forms the beautiful water of Leven, celebrated, in ſoft pathetic lines, by Dr. Smollet, to whoſe memory an obeliſk hath been erected on its banks, near the place where that benevolent friend of mankind firſt drew breath.*

Here the manufacturers of Glaſgow, induced by

* Too noble to cringe, fawn, or flatter; too juſt to oppreſs or cheat; too patriotic, liberal, and compaſſionate, he died a beggar, and left a widow to ſolicit, in the public newſpapers, the means of ſubſiſtence.

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the qualities of the water, have eſtabliſhed the greateſt printfields and bleacheries in that country; but the exciſes lately impoſed upon theſe branches, with the high prices of proviſions, and the boundleſs influx of India goods, will probably transfer theſe manufactures to foreign ſtates. This is the ſenſe and the language of every trader from one end of Britain to the other.

The Leven glides in a copious ſtream over a pebbly bottom, till it joins the Clyde, 5 miles below. It abounds in ſalmon and trout; and its branches form almoſt one continued wood, intermixed with villas, meadows and cornfields.

Theſe appearances announce to the traveller his return to the Low Countries, to which Dunbarton, an antient royal borough, is the weſtern entrance.

Here the Leven, navigable for veſſels of 200 tons burden, falls into the Clyde, where the latter is a mile in breadth. At the point, or angle, formed by the junction of theſe rivers, a perpendicular double pointed rock riſes from the level beach to a great height, and hath been occupied, from the earlieſt annals of the Scottiſh hiſtory, as a caſtle, or armory. A ſmall tower on the ſummit is ſuppoſed to have been a Roman pharos or light-houſe. The ſituation of this caſtle, at the conflux of two conſiderable rivers, gives it a moſt extenſive and variegated proſpect over the ſhires of Renfrew and Dunbarton, which it fully commands; Cowal, in Argyleſhire; the crowded ſummits of the Grampian mountains, in Perthſhire; and the ſpires of Glaſgow, at the diſtance of 14 miles, in Lanerkſhire,

The road from Dunbarton to Glaſgow, though moſtly on a level, is uncommonly delightful. It is carried along the north ſhore of the Clyde, and hath throughout an extenſive view of Renfrewſhire, which forms the oppoſite ſhore. At the diſtance of a full mile from Dunbarton, commences a ridge of hills, which, under various names, extends in a north-eaſt

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direction, to Stirling. Of theſe hills Dunbuck is the weſtern extremity. It riſes immediately from the road, with ſuch awful majeſty, that romance itſelf cannot figure a nobler object. Eaſtward, the hills riſe to a ſtill greater height, and are cloathed, a ſhort ſpace, with oaks and other timber, which are cut down every 20 years, for the bark. At the diſtance of 3 miles from Dunbarton, where the hills dip into the Clyde, barely leaving a paſſage for travellers, was begun, or ended, by Agricola, the famous Roman wall, vulgarly called Graham's dike, from Graham, or Grimus, (governor of Scotland, during the minority of its prince,) who, upon the departure of the Romans, in the fifth century, broke through the northern barrier, aſſailed the wall between Newcaſtle and Carliſle, drove back the trembling Britons, and recovered the ſouthern part of the kingdom, which the Romans had long uſurped.

At the diſtance of half a mile eaſtward, the road, riſing in a gentle aſcent facing Erſkine houſe, a ſeat of lord Blantyre, aſtoniſhes the traveller with the grandeur of its views. Here ſtands Kilpatric, or Cell Patric, ſo named from its being the birth-place of the famous St. Patric, a clergyman of this place, afterwards the apoſtle of Ireland. Every real or imaginary event of remote antiquity hath its tradition: St Patric, while fiſhing on a ſmall rock in the Clyde, facing this place, was ſeized by Iriſh pirates, and carried to their country, where he became a great man. From this circumſtance, the rock is called *Patric's Stane.** At Dunbarton, a fair held in March, is called, in honour of the ſaint, *Patric's Maſs Fair.*

Hitherto the road diſplays a full view of the wide expanſe of the Clyde; the pictureſque intermixture

* Mr. Golbourne of Cheſhire, who was lately employed by the merchants of Glaſgow to deepen the Clyde, hath covered this little rock by a dyke run from the ſhore to the channel of the river near the key at Erſkine ferry.

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of hills, woods, ſeats and plantations. To the grandeur of this weſtern proſpect, a gentle elevation, after leaving Kilpatric, lays open the ſoft ſcenery of the Clyde towards Glaſgow, whoſe ſpires make a conſpicuous figure in the landſcape. South-eaſt, at the diſtance of five miles, is a full view of Paiſley, a large, irregular town, remarkable for its gauze manufactures, which adorn the heads of the Britiſh ladies, and even thoſe of Paris, as appears by the commiſſions ſent from that capital. From this hill to Glaſgow, the road is ſtraight and level; the villas are numerous; the farm-houſes ſmall but neat; the fields moſtly incloſed in the true ſtyle of judicious huſbandry. Theſe pleaſing objects denote the neighbourhood of a large commercial city, ſtriving to correſpond, in taſte and elegance, with the beauties of its environs.

Glaſgow owes the regularity of its ſtreets to a fire, which, in 1652, burnt one third of the city, including 80 warehouſes, and the habitations of 1000 families. This calamitous event is recorded in a letter from colonels Overton and Blackmore to Oliver Cromwell, and by which it appears that Glaſgow contained from 15 to 20,000 people, amongſt whom were ſome wealthy merchants.

Unfortunately for this, and all the towns in Scotland, the builders have copied the Gothic, unhealthy, and moſt inconvenient practice of France, inſtead of the clean, the decent, and commodious dwellings of England, where the whole building is occupied by one tenant only. From this error, in the rebuilding of Glaſgow, that city is at preſent a medley of beauty and deformity. The houſes have outwardly, an appearance of elegance; the ſtreets are moſtly ſtraight and wide; but the town is diſgraced by its narrow, unwholeſome lanes or cloſſes; by the inconveniencies of an over-crowded population, every houſe being inhabited by various families, and of various ranks in life. The builders had no conception of ſmall neat houſes, from 20 to 25 feet wide,

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wide, containing a kitchen and cellars under ground; a ſhop, parlour, and yard; a firſt floor for letting out to occaſional lodgers; a ſecond and third floor for the family. Neither did they diſcover the utility of open airy courts, and back ſtreets, for the reſidence of clergymen, lawyers, and other profeſſions that do not require ſhops.

The principal inhabitants, ſenſible of the miſtakes of former times, and willing to repair them, have lately built ſeveral ſmall ſtreets compoſed of private houſes only. Theſe dwellings are commodious, ſubſtantial, and elegant; accommodated with gardens, offices, and all the conveniencies of a country ſeat. Perfection, however, is not the work of a day, or year, but of long obſervation, and gradual experience. While a ſtranger admires the elegance of theſe new buildings, he is greatly diſappointed in the appearance of the ſtreets. This is owing to the irregular poſition of the houſes, ſome being placed forwards; others a conſiderable way back. Neither hath any regard been paid to uniformity in the colour of the ſtone, every perſon conſulting his own fancy only, in the poſition of his houſe, and the materials of which it was to be compoſed: irreparable injuries to the elegance of the town, and will be regretted by poſterity. One ſtreet, however, hath hit, fortunately, upon ſymmetry and proportion, the good effects of which are perceivable at firſt ſight.

Nature hath been remarkably favourable in reſpect of ſituation, whereon to extend the preſent emporium and ornament of the north. The town is bounded ſouthward, by the Clyde; northward, by a gentle ridge of hills, lying in a parallel direction with that river. Theſe two natural boundaries ſcarcely admit of any miſtake in projecting new ſtreets; yet, if unaſſiſted by a ſpirited magiſtracy of taſte and judgment, miſtakes may, and will happen. Every builder will conſult his own convenience; and thus

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a ſpot, formed by nature for health and ornament, will be obſcured and irretrievably loſt to the community. It would therefore be expedient to lay out, upon a regular plan, the whole front of the riſing ground from the High-ſtreet to Anderſton, and even beyond that village *. A city ſo diſtinguiſhed for the induſtry and ingenuity of its inhabitants, the variety of its manufactures, and the extent of its commerce, ſhould look forward with an invariable view to magnificence, and national honour.

The citizens have lately built by a tontine, one of the moſt extenſive and elegant coffee-rooms in Europe, to which is ſubjoined a ſuite of buildings for the purpoſes of a tavern and hotel, an aſſembly room, offices for notaries and under-writers. The deſign, and the execution of theſe buildings diſplay great judgment, and an excellent taſte. The expence did not amount to 7000l.

The Clyde hath 5 feet water at Glaſgow, and admits of a number of ſmall craft from Greenock, Port Glaſgow, and the Highlands. The walks on the banks of this river have a rural ſimplicity, and are extremely pleaſing.

The great ornament of Glaſgow is its very reſpectable and much-frequented univerſity, whoſe profeſſors have long been eminent in the various branches of ſcience, and claſſic education. This ſeminary ſtands on a riſing ground, cloſe upon the country, and is poſſeſſed of a large garden for the conveniency of the ſtudents; adjoining to which is a botanic garden, an obſervatory, and a handſome well-furniſhed library.

When the Romans raiſed the well-known northern barrier againſt the Caledonians, commonly named

* It might be proper, for the information and conveniency of the inhabitants, to publiſh on copper-plate a handſome plan of the town, including the propoſed additions, and the weſtern environs, as far as the Kelvin, a river which, in leſs than half a century, may become the boundary on that ſide.

Graham's

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Graham's dike, they erected ſtones with inſcriptions, which denote that certain parts of the work were made by detachments of ſuch and ſuch legions. Theſe ſtones have been collected by the univerſity, together with altars, and other monuments of Roman greatneſs, which are highly entertaining to the antiquary*.

About thirty years ago, a ſon of the family, which is the head of the clan Macfarlane, made a valuable preſent of aſtronomical inſtruments to this univerſity.

* Near the weſtern extremity of this wall, at Duntocher, a countryman, in digging a trench upon the declivity of a hill, turned up ſeveral uncommon tiles, which exciting the curioſity of the peaſantry in that neighbourhood, they broke in upon an entire ſubterraneous building, from which they dug out a cart load of excellent tiles. Being then, 1775, upon my return from the Highlands, and hearing of the circumſtance, I repaired immediately to the place, and by threats and promiſes put a ſtop to all further proceedings, in the hope that ſome public ſpirited gentlemen would take off the ſurface, and explore the whole plan of the building, without demoliſhing it. The tiles were of 7 different ſizes, the ſmalleſt being 7, and the largeſt 21 inches ſquare, They were from 2 to 3 inches in thickneſs, of a reddiſh colour, and in perfect ſound condition. The leſſer ones compoſed ſeveral rows of pillars, which formed a labyrinth of paſſages, of about 18 inches high, and the ſame in width; the largeſt tiles being laid over theſe pillars, ſerved as a roof to ſupport the earth on the ſurface, which was two feet deep, and had been plowed through time immemorial. The building was ſurrounded by a ſubterraneous wall of hewn ſtone. Some profeſſors in the univerſity of Glaſgow, and other gentlemen, having unroofed the whole, diſcovered the appearances of a Roman hot-bath. The paſſages formed by rows of pillars were ſtrowed with the bones and teeth of animals, and a ſooty kind of earth; in the bath was placed the figure of a woman cut in ſtone, which, with a ſet of the tiles, and other curioſities found in this place, is depoſited in the univerſity.

On the ſummit of the hill ſtood the Roman fort or caſtella, of which Mr. Gordon hath given a drawing. The foundation was lately eraſed by a clerk, or overſeer of an iron manufactory in that neighbourhood, who was, however, diſappointed in his expectations of finding treaſure. The ſame Goth expreſſed a ſtrong deſire to eraſe a fine remain of the Roman wall, which is carried along the baſe of the hill, but he hath not ſucceeded in his wiſhes, and it reſts with the

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ſity. And, in 1783, Dr. Hunter, late phyſician to the queen, bequeathed to it his famous anatomical preparations, library, and muſeum, which will be a benefit and ornament not only to this place, but to the whole kingdom.

The editions of the claſſics which were printed under the inſpection of the profeſſors, with the types of the ingenious Mr. Wilſon, and by the celebrated Meſſrs. Foulis, are held in ſuch eſteem abroad as to ſell nearly at the price of antient manuſcripts. His preſent majeſty, when prince of Wales, Archibald duke of Argyle, and many other perſons of taſte and learning, patroniſed theſe elegant editions.

Nor muſt I, as a well-wiſher to ſcience, and uſeful arts, forget to mention the apparatus for natural philoſophy in this univerſity, it being unanimouſly eſteemed the moſt extenſive and moſt uſeful in theſe kingdoms. It was brought to that perfection at the expence, and by the unremitting labour of Mr. Anderſon, who not only gives lectures on the mathematical and ſcientific parts of natural philoſophy, to thoſe who are deſigned for learned profeſſions, but who likewiſe gives ſeparate lectures to artiſts and manufacturers, in the moſt ſimple and engaging manner.

At the north extremity of Glaſgow ſtands its magnificent cathedral, the only entire building of that deſcription now in Scotland. It owes its preſervation to the ſpirit and good ſenſe of the tradeſmen, who, in 1579, upon hearing the beat of drum, for collecting the workmen appointed to demoliſh this venerable edifice, flew to arms, and declared, that

family of Blantyre to prevent ſuch practices in future, upon grounds of which they are the ſuperiors. "The houſes in the village," ſays Mr. Pennant, "appear to have been formed out of the ruins of theſe erections, for many of the ſtones are ſmoothed on the ſide, and on one is the word *Nero* very legible." Which ſtone, with another, on which is the word *Lucius*; alſo ſome of the Roman tiles, &c. hath found the way to Richmond.

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the firſt man who pulled down a ſingle ſtone ſhould that moment be buried under it. No monument hath been erected to the memory of thoſe virtuous citizens.

There are two main roads leading from this city to Edinburgh; the ſouth road, conſiſting of 44 miles, and the north road, which, though 50 miles in length, is generally preferred, on account of its views, and the towns through which it paſſes, or which are contiguous.

The diſtance by this road to Stirling is 28 miles, through a broken, rough country, very little indebted to modern improvements. A lofty verdant ridge, called the Campſie hills, bounds the northern view. On the ſouth, the road is enlivened by the navigation of the great canal, formerly deſcribed.

At a ſhort diſtance beyond Kilſyth, the road to Stirling takes a northern direction, and gradually opens a view of the Forth, which, from the Queen's ferry to Alloa hath all the appearances of an extenſive inland lake.

Stirling is built upon a hill environed with rich plains; and riſes, like Edinburgh, of which it is the miniature, in a gentle aſcent weſtward, where it is bounded by a perpendicular, lofty rock, called the Caſtle, once the ſeat of kings, and the national councils. The royal palace ſerves at preſent as barracks to a few invalids; the parliament houſe, their lumber room. This building is 120 feet in length, and of proportionable height. It hath been ſtripped, in the true Scottiſh manner, of its ornaments and galleries; the roof, unaſſiſted by the public, is mouldering away; and of the royal gardens, ſome few veſtiges only can now be traced.

The views which claim the preference, in Scotland, are thoſe from Galloway, Cantire, Arthur's ſeat, and Stirling caſtle; the firſt, as the reader will perceive by the map, are of kingdoms, iſlands, ſeas, promontories, and far diſtant ſhores. Thoſe

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from Stirling are purely inland, diſplaying all the beauties and ſoftneſs of an Italian landſcape, agreeably intermixed with waters, plantations, and lofty downs or ſheep-walks. Amidſt this ſcenery, the river Forth winds, in a moſt pictureſque manner, to Alloa, forming, in the ſhort tract of 6 miles by land, a navigation of 24 miles or upwards. Above Stirling, the landſcape is equally engaging, if not more ſo. Here the windings of the Forth are leſs frequent, but more extenſive, This weſtern view is bounded by Ben-Lomond, and the Grampian mountains, whoſe ſummits are perceived from every direction throughout the centre of the kingdom.

The diſtance from Stirling to Edinburgh by the Queen's ferry is 36 miles. The firſt ſtage to Falkirk commands an extenſive view of both ſides of the Forth; the rich plain called the Carſe of Falkirk, the Carron manufactory, famous for its cannon, and an endleſs variety of tools and furniture in caſt iron. Near Falkirk the traveller paſſes under the aqueduct bridge formerly mentioned; where the canal is raiſed above 100 feet in the courſe of a mile, by means of ten locks, and at the expence of 18,000l. one of the moſt extraordinary works of art in theſe kingdoms, and which nothing but ocular demonſtration could convince of its reality. A moſt delightful journey upon the ſouth banks of the Forth, where that river is above three miles wide, leads to the elevated and magnificent ſeat of the earl of Hopeton, ſituated above the narrow ſtrait at the Queen's ferry, and commanding a compleat view of the river and its iſlands, from the ſea to Stirling.

A ſhort and pleaſant ſtage, through a well-incloſed country, carries the traveller to the baſe of Edinburgh caſtle, which, though he hath lately traverſed the Grampian mountains, will command his admiration.

Travellers, who entered Scotland by the eaſtern roads, through Berwic or Kelſo, generally return by the

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the weſt, through Carliſle. The firſt ſtage from Edinburgh riſes gradually to a conſiderable elevation above that city, and affords, at the diſtance of ten miles ſouthward, a moſt extenſive view of the Forth, the Lothians, and the county of Fife, overtopped by the ſummits of far diſtant mountains.

Here the traveller takes a final leave of the northern Caledonia; and having paſſed the narrow ridge of hills which croſſes that part of the kingdom from ſea to ſea, he is carried many miles through a paſtoral country, amidſt verdant downs, rural ſtreams, and long winding ſolitary vales *.

In paſſing theſe extenſive tracts, he will have ſufficient leiſure to contemplate the works of God, as having been exhibited to his view, in a boundleſs variety of forms and appearances, and all deſigned for valuable purpoſes, which it is the buſineſs of man to diſcover and improve. This will bring to mind what hath been done, and what remains to be done; the vaſt tracts of country yet in a ſtate of nature; the many thouſands of ſober, well-diſpoſed people, who are thereby loſt to themſelves, their families and the ſtate. He will perceive that the kingdom through which he hath paſſed, its vallies, ſeas, lakes, and iſlands, is a great ſtore yet in reſerve for the aid of a diſmembered empire, in ſtrength, in commerce, and national conſequence, whenever government ſhall be diſpoſed to call forth and improve theſe important ſources.

Of the Famine; the Failure of the Fiſheries; and the Hurricanes of 1782.

While I was engaged in the preceding pages, an event of the moſt calamitous nature, befel the inhoſpitable regions which I had been deſcribing. The year 1782 proved remarkably cold and wet, the crops over great part of Europe were more or leſs

* The property of the duke of Buccleugh, a nobleman equally diſtinguiſhed for his public and private virtues,

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injured, and the northern climates experienced a ſcarcity, amounting to a famine. The ſcanty crops in the Highlands of Scotland were green in October, when a fall of ſnow, attended with froſt, prevented every ſpecies of grain from arriving at maturity. The labour, the ſeed, and the ſtraw were loſt. Potatoes, which in bad ſeaſons had provided a ſubſtitute for grain, were this year froſt-bitten, and rendered entirely uſeleſs. Thus the earth withheld its bounty for the ſupport of man and beaſt. During this diſtreſs at home, no relief could be obtained from abroad. Ireland, the granary of the Hebrides and the weſtern ſhores of Scotland, ſhut its ports againſt the exportation of grain; thoſe of the Clyde were unable to give any aſſiſtance; while on the eaſtern ſide of the kingdom, the hazards of enemies cut off the neceſſary ſupplies from Germany, the Baltic, and in a great meaſure from England.

Thus deprived of every reſource, by the double calamity of war and ſcarcity, many hundred perſons languiſhed and died through the want of ſubſiſtence. The huſband and the parent, unable to behold theſe ſcenes of diſtreſs, without endeavouring to relieve them, ſet out, amidſt froſt and ſnow, upon the long and almoſt impracticable journey to Inverneſs, where they expected to purchaſe a little grain, with the produce of their cloaths or furniture, which they had previouſly ſold, in the diſtricts where they reſided. Several of thoſe who had engaged in this generous enterprize, fell a ſacrifice to hunger and cold, in their way to the market. They were found dead on the roads, in caverns, and amongſt thickets, where they had taken ſhelter from the inclemencies of the weather, while the ſmall, emaciated horſes, the companions of their diſtreſs, could ſcarcely ſtand or walk.

Such was the dreadful ſituation of the main land, and the iſlands, during the winter and ſpring; and though expreſſes were diſpatched to the Lowlands, by the

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the clergy and others, imploring immediate relief for a periſhing people, it doth not appear that application had been made to government, for that purpoſe, before the beginning of the ſummer 1783, when a generous ſupply was readily granted.

Let us now ſuppoſe that a few ſmall harbours and granaries were eſtabliſhed at proper diſtances, along theſe weſtern ſhores, and that the communications to the Lowlands were ſhortened by means of inland navigation; ſuch calamities, if not in a great degree prevented, might be ſo far mitigated, as to ſave many lives, beſides obviating the neceſſity of occaſional calls upon the Treaſury for the relief of thoſe parts.

The year 1782 furniſhes another argument in favour of theſe propoſals. The annual arrival of the herrings in the Weſt Highlands had never been known to fail, almoſt completely, till this remarkable year, when theſe little viſitors ſeemed to conſpire with the ſeaſons, in order to rouſe the notice of government towards thoſe diſtant ſhores. While the elements kept back or deſtroyed the regular produce of the earth, the herrings abandoned their well-known lakes, directed their courſe towards the Iriſh channel, or ſtopt there, after their uſual progreſs round Lands End; and here the Highlanders, not being provided with proper veſſels, were unable to follow them.

This was not all. While thoſe people were deprived of grain, roots, milk, vegetables and herrings, their uſual food in good ſeaſons; an almoſt uninterrupted ſucceſſion of ſtorms, ſuch as had not happened within the memory of man, prevented them from attempting the white fiſhery; neither could they, had the weather been moderate, go to ſea, without the means of ſupport. Here therefore was a double famine, the cup of affliction and diſtreſs, ariſing from every poſſible cauſe, was now full. From this *ne plus ultra* of human depreſſion, we entertain a hope

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hope that matters will revert into a contrary direction, under the auſpices of a benevolent ſovereign and parliament, to whoſe humane, as well as political attention, that country and people are moſt humbly recommended.

The temporary relief granted by parliament on the above melancholy occaſion, had not the deſired effect. The firſt ſupply conſiſted of a ſingle peck, or 8 pounds of meal to each family, barely ſufficient to keep them alive 2 or 3 days. The ſecond ſupply did not arrive till Auguſt or September, during which interval the diſtreſs was unſpeakably great. The quality of the meal alſo afforded matter of complaint. It was a mixture of oat, barley, and peaſe-meal, in ſuch bad condition, that perſons who had any means of ſubſiſtence, loathed the ſight or taſte of it. This is not to be imputed to the perſons who had the management and diſtribution of the meal, but to unavoidable neceſſity, ariſing from the extreme ſcarcity of that article. It may be ſuppoſed, that meal of the worſt quality was the laſt upon ſale, and that the managers had no alternative.

Voyage from Ireland to the Weſt Highlands—Diſtreſſes of 300 Emigrants caſt amongſt the Rocks of the Iriſh Coaſt—Further Remarks on the preſent State of the Highlands.

To the ſterility of ſoil, the cold, watry climate, the avarice of certain proprietors of lands, the want of towns, and inland communications, it hath been obſerved, is owing that ſpirit of emigration and adventure, ſo prevalent, of late years, in the Highlands of Scotland, and which neither remonſtrances, ſhipwreck, nor hardſhips of any kind can check, as appears from the following relation.

Being deſirous to obtain full information relative to the European fiſheries, and particularly thoſe of Ireland, now flouriſhing through the wiſdom and

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munificence of its parliament, I made a circuitous journey in September 1784, to the Weſt Highlands, by the way of Dublin and the North of Ireland, the ſeat of the Iriſh fiſheries.

From the increaſe of Dublin in the ſpace of 10 or 12 years, the elegance of the new ſtreets, the number, magnificence and ſolidity of the public edifices, lately completed or now erecting, a ſtranger, unacquainted with the preſent ſtate of Europe, would conclude that Dublin was the metropolis of a mighty kingdom, whoſe revenues were boundleſs: that the ſpirit and taſte of the Greeks and Romans had been tranſplanted thither, to enliven and ornament the Atlantic.

The country from Dublin to Drogheda, (24 miles) and from thence to Dundalk, (16 miles) conſiſts chiefly of gentle riſings, like Devonſhire, and produces excellent crops*. A ſpirit for incloſing with hedge-rows, lined with trees, is now become faſhionable in Ireland, but it hath not yet become general in this part of the kingdom.

The majority of the people as far as Dundalk, are of the catholic perſuaſion, and ſeem very poor. From Dundalk northwards, appearances change greatly for the better. In this extenſive diſtrict, uſually called the North of Ireland, the people are moſtly of Scots deſcent, induſtrious, enterpriſing, and mercantile. The incloſures are numerous, the country is highly improved, and the inhabitants are comfortably lodged in neat houſes, whitened with lime. It is hardly neceſſary to obſerve, that this is the ſeat of the great linen manufacture; beſides a variety of

* I was informed by an inhabitant of Drogheda, that the exports of grain and meal from that port to Scotland, amounted, upon an average of 7 years, to 100,000l. annually. He ſaid that the millers had loſt the manufacture of grinding the oats of late years, through their own avarice, by the practice of mixing ſand and lime with the meal, ſold there by weight; which diſcovery had induced the Scots to purchaſe grain inſtead of meal.

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other branches lately eſtabliſhed, for the ſupply of the kingdom, as well as America and the Weſt Indies; in which branches, the inhabitants are greatly favoured by the cheapneſs of proviſions, and the exemption from injudicious exciſes impoſed in Britain, on ſoap, candles, coals, ſalt, leather; articles on which the labouring man expends a principal part of his hard-earned pittance.

The ports in the North of Ireland are numerous; all of them are engaged more or leſs in the herring fiſheries, and moſt of them, as Belfaſt, Newry, and Londonderry, have a briſk trade beyond the Atlantic. The coaſt, from Belfaſt loch northward, is precipitous, lofty, and when leeward, extremely dangerous to ſhipping, on account of the violent winds and counter tides of the Atlantic and the channels which communicate with it.

Having arrived at Larne, a ſmall commodious port within 30 miles of the mull of Cantire, from whence the Scots are ſupplied with excellent limeſtone, I began to make inquiries reſpecting the voyage acroſs the channel, and had the good fortune to meet with a genteel family, who were to ſail next morning for Cantire, in a light ſloop, properly manned and equipped for the paſſage. The idea of the ſcenery which the voyage would afford, was a luxury of the imagination, too great to be realized. Next morning, Wedneſday, September 15, though fine, proved hazy. The coaſt of Galloway, Cantire, the craig of Ailſa, and the Hebride iſles, which are diſtinctly ſeen in clear weather, were now wrapped up in impenetrable obſcurity.

The ſame miſt deprived us of a ſight equally ſingular and diſtreſſing; a large ſhip, with 300 emigrants from the North of Scotland, had been that morning driven upon Rathlin iſland, which we paſſed at a ſhort diſtance. A freſh breeze afforded reaſon to hope that the vapour would vaniſh, and gradually open the grand views on every ſide; but great

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was our ſurpriſe and diſappointment, as well as danger, when by the increaſing fog, we perceived ourſelves amidſt darkneſs itſelf, totally deprived of the ſight of land, though within a few miles of the lofty rocks at the extremity of Cantire. We kept, however, in the ſame direction, expecting every minute to ſee that cape, which, by our reckoning, muſt be very near; but the cape, as if diſpleaſed with the unfavourable character I had lately given of the coaſt, was ſulky, and would not be ſeen by the naked eye, or the teleſcope. An uncommon rolling of the veſſel, gave the firſt intelligence of our ſituation. This aroſe from the jarring currents of the countertides near the mull of Cantire, which occaſion a ſwell, reſembling the bay of Biſcay.

Our ſituation under a briſk gale, amidſt darkneſs, ſtrong currents, rocks, breakers and iſlands, became ſomewhat alarming. At length the cape appeared, like a dark cloud, at the diſtance of 2 miles, on the weſt, and the iſland of Sanda directly a-head, where, not daring to make the main land, we caſt anchor in a ſmall, but ſafe bay, with 2 fathoms water almoſt to the edge of the rocks. This bay or channel, gives ſhelter to many veſſels, and the poor Highland boats, in dangerous weather, but it hath neither key nor inn.

We were, however, amongſt hoſpitable Highlanders, furniſhed with tea, eggs, butter and fiſh; but the beds and bedchambers were not very inviting; the company were indiſpoſed, and reſt was neceſſary. It was therefore reſolved to attempt a landing on Cantire, which, with much difficulty we accompliſhed. If a ſtout, light veſſel, met with ſuch hazards in the month of September, the ſituation of loaded buſſes and Highland boats, croſſing theſe ſeas in the long tempeſtuous nights of winter, muſt be undeſcribable*.

After

* Of which I have been a witneſs more than once, when the noiſe of the rigging, winds and waves, reſembled the loudeſt thunder,

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After ſpending ſome time at Campbeltown, on the ſubject of the fiſheries, I propoſed leaving that place on the morning of the 18th of September, at which time ſeveral of the inhabitants favoured me with their company, and by whom I was informed that a number of ſhipwrecked emigrants had juſt entered the town, and were begging money to carry them back to Greenock, to which place a large ſhip had been ſeen ſteering, without her mainmaſt; which, at that ſeaſon was an uncommon ſight. It immediately occurred, that ſome uſeful information might be collected from theſe unhappy people, reſpecting the cauſes of their emigration, and other particulars. With this view I ſent for ſuch of them as were in the neighbourhood, and 3 men immediately appeared. My friends being moſtly in the magiſtracy, and 2 of them juſtices of the peace, it was at firſt propoſed to examine theſe 3 men officially, upon their affidavits, to which they readily agreed; but it was at laſt reſolved, that the town-clerk ſhould only take their ſimple declaration, which was as follows:

"At Campbeltown, the 18th day of September, 1784,

"In preſence of Dugald Campbell, eſq. chamberlain of Cantire, and Ronald Campbell, eſq. collector of the cuſtoms at Campbeltown, two of his majeſty's juſtices of the peace for the county of Argyle, appeared George Smith, Simon Frazer, and Alexander Calder; who being judicially examined, declare, That upon the firſt day of September current, they ſailed from Greenock, on board of the ſhip of Greenock, commander, at which time there were on board about

der, and that for many hours without intermiſſion; but the greateſt apprehenſions were from a lee-ſhore, which, in theſe narrow ſeas, is not eaſily avoided. Having thus experienced the inconveniencies to navigation by this channel, I reſolved to examine the banks of Lochfine, relative to a ſhorter paſſage, the reſult of which inquiry hath been fully ſtated.

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300 paſſengers, including a number of children, bound for America. That after ſeveral days ſtorm, their mainmaſt was carried away on Monday the 6th current, about 4 o'clock in the afternoon, and many leagues to the weſtward of Ireland. That immediately after loſing their mainmaſt, the maſter and crew reſolved to return with the ſhip to Greenock, and having put about for that purpoſe, and continued their courſe accordingly, they found themſelves upon Tueſday evening, the 14th, between the iſland of Rathlin and the coaſt of Cantire. That upon Wedneſday morning thereafter, about 5 o'clock, the morning clear, and fine calm weather, with a ſmall breeze, they found themſelves cloſe upon the rocks of Rathlin, and before any effectual efforts were made to get clear, the ſhip ſtruck upon the rocks. That after the ſhip ſtruck, all endeavours were uſed to get her off, without effect, upon which about 100 ſouls were landed upon the iſland, without any neceſſaries whatever, but their cloaths. That about one hour after the paſſengers were landed, the ſhip got clear off the rocks, and for two hours thereafter, continued ſafe at anchor, when they cut their cables and ſet ſail, the weather being ſtill fine, and the above-mentioned paſſengers on ſhore. That after they (the paſſengers) ſaw the ſhip under ſail, they followed her about a mile and a half along ſhore, making ſignals for taking them on board, but to no purpoſe, although at this time the maſter might have taken them on board with the greateſt eaſe and ſafety to the ſhip, which was then very near. That the paſſengers being thus left upon the iſland without proviſions or any other neceſſaries, they found themſelves under the neceſſity of applying to the rector of the iſland for aſſiſtance, when, after remaining there 2 days and 2 nights, the declarants, and about 20 other paſſengers, were furniſhed with the rector's boat, and landed yeſterday forenoon, near the mull of Cantire, and came this morning

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to Campbeltown, leaving the other paſſengers at Rathlin. That in conſequence of a contribution from the well-diſpoſed inhabitants of Campbeltown, the declarants and their companions have hired a boat to carry them to Greenock. Declare, that the night before the ſhip ſtruck, as aforeſaid, the commander went down among the paſſengers with an open knife in his hand, and threatened with that knife any perſon that ſhould oppoſe him in any thing he then intended to do; upon which he deprived them of their cheſts and proviſion-boxes, and put them all into the hold of the ſhip, which deprived them of the power of carrying any neceſſaries on ſhore with them, when they were landed at Rathlin. And being aſked why they were leaving this kingdom, they declare, "That their doing ſo, is altogether owing to their wanting bread at home, and high rents, joined with ſeveral ſucceſſive bad ſeaſons;" and ſeveral of the other paſſengers having appeared in courſe of this examination, they confirm the above declarations, and are hereto ſubſcribing, all which they declare to be truth."

The paper was ſigned by 9 perſons, moſtly farmers and labourers, and alſo by the above-mentioned juſtices of the peace, and delivered into my cuſtody, where it now remains. While the clerk was taking the evidence in writing, we examined a ſeemingly intelligent farmer, relative to his rent, the quantity of grain ſowed, the produce of that grain, the number of horſes, black cattle and ſheep on his farm; when it appeared, that upon a medium of years, the whole produce of the farm, in grain, cattle, ſheep, &c. did not amount to the rent which he was bound to pay; thus as the farm did not pay itſelf, he was giving his labour for nothing, and his family muſt have been ſupported by friends, or the petty induſtry of the women and children in ſpinning and knitting. He ſaid that many poor men were in the ſame ſituation, labouring and toiling, not for themſelves,

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but for others, who were never ſatisfied; and this was affirmed by his companions in the ſame line of life. Other particulars came out, which I forbear to mention; I ſhall only obſerve, in general terms, that they confirm, were it neceſſary, the repreſentations formerly ſtated in the courſe of this work. One of the gentlemen preſent, who hath an eſtate and ſeveral tenants, exclaimed in a kind of triumph, upon hearing theſe circumſtances, "Thank God, we have no ſuch doings in Argyleſhire."

The people diſcovered the moſt reſolute determination not to remain in Scotland, even ſuppoſing the owners of the ſhip ſhould refuſe to take them on board upon their arrival at Greenock.

The caſe of theſe poor wanderers was remarkably ſingular and diſtreſſing. After a wretched exiſtence, devoted year after year, to fruitleſs toil and drudgery, they ſet out almoſt pennyleſs, with their wives and 60 children, on a journey of near 200 miles to Greenock; they pay 5 guineas each for their paſſage; ſail on the 1ſt of September, upon a voyage of 3000 miles; meet with ſtorms till the 6th, when, at the diſtance of ſome hundred miles, they loſe their mainmaſt, and dare not venture acroſs the Atlantic. They return for the port from whence they ſet out; are driven againſt rocks, and left upon a ſtrange iſland, without friends, money or change of apparel, in the view of their wives and children, whoſe ſituation, thus deprived of their only dependence, is ſtill more diſtreſſing.

The conſideration of what the women muſt ſuffer, gives additional poignancy to the feelings of the men. They are now 100 miles from Greenock; ſeas muſt be croſſed; a boat muſt be hired; they have no money to pay for it: Mr. More, a humane clergyman, ſees their diſtreſs, lends them his boat, and gives them a certificate, ſtating the particulars of their caſe*. They land near the mull of Cantire; beg

* The boatmen of Rathlin extorted 1s. or upwards from each of the perſons carried on ſhore, when the ſhip ſtruck, though the

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their way to Campbeltown; where they raiſe a ſmall ſum of which 1l. 5s. is paid down for a boat to Greenock, a voyage of 60 miles or upwards; from whence, the ſhip being refitted, they again embark for the long wiſhed for land, though to certain ſlavery or ſervitude for life.

Being thus furniſhed with the authentic documents of theſe ſcenes, which happened almoſt in my own view, I hope the narrative will prove a leſſon to both maſters and tenants. I had formerly ſaid ſo much upon the bad policy of raiſing rents ſo greatly beyond their value in the preſent ſtate of that country, that the ſubject ſeemed to be exhauſted; but the ſtriking circumſtances of this event, and the cauſes of it, oblige me, reluctantly, to reſume the diſagreeable topic.

I ſhall not, as heretofore, waſte paper upon arguments which, with ſome minds, paſs as tinkling ſounds. Since neither the precepts of chriſtianity, nor philoſophy, can make any impreſſion; ſince humanity and avarice never can aſſimilate, we muſt change our ground, and trace the ſubject to its origin. The earth which we inhabit, was given for the general ſupport and benefit of all mankind, by a Being who is incapable of partiality or diſtinction; and though in the arrangements of ſociety, the earth is divided into very unequal proportions, and theſe confined to a few individuals, whilſt the great body of the people are totally cut off, this diſtribution doth not give the poſſeſſors a ſhadow of right, to deprive mankind of the fruits of their labour. The earth is the property of him by whom it was called into exiſtence; and, ſtrictly ſpeaking, no perſon hath an excluſive right to any part of it, who cannot ſhew a charter or deed handed down from the original and only proprietor of all nature; if other-

diſtance was not many yards. It is to be hoped that Mr. More will take notice of this ungenerous conduct.

wiſe,

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wiſe, they hold their poſſeſſions upon uſage only. Grants of lands were made by princes to their champions, friends, and favourites, and theſe have been handed down from father to ſon, or by them transferred to new poſſeſſors; but where are the original charters from the Author of nature, to thoſe monarchs? In vain may we ſearch the archives of nations from one extreme of the globe to the other. If ſo, and who can controvert it? the man who toils at the plow, from 5 o'clock in the morning, to ſun-ſet, and who ſows the ſeed, hath undoubtedly a right to the produce thereof, preferably to the lounger, who lies in bed till 10, ſpends the remainder of the day in idleneſs, extravagance, and frivolous or vicious purſuits. The tenure of the former is held from God, founded upon the eternal law of juſtice; the claim of the latter is from man, held in virtue of the revolutions, and caſual events of nations.

He, therefore, who denies his fellow-creatures the juſt earnings of their labour, counteracts the benevolent intention of the Deity, deprives his king and country of an induſtrious and uſeful body of the community, whom he drives from ſtarvation at home, to ſlavery abroad, ought to be conſidered as an avowed enemy of ſociety; particularly the man who can take the cow from the aged widow, and afterwards, the bed, the kettle and the chair; thus turning out the decrepid at fourſcore, to wander from door to door, till infirmities and grief cloſe the ſcene of tribulation.

Since human laws do not reach ſuch perſons, while petty rogues are cut off, in dozens, their names ought to be publiſhed in every newſpaper within theſe kingdoms, and themſelves excluded from any place of honour or profit, civil or military.

It is ſuch men who bring an odium upon the whole body of the landed gentlemen in the Highlands, and its neighbourhood. Thoſe who, by their

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univerſal benevolence, have the faireſt and beſt of all titles to their poſſeſſions, are cenſured indiſcriminately with men who hold their lives only through the defect of human laws; it is therefore proper to draw the line, and to reſcue the innocent or the meritorious from a ſtigma which, upon the ſtricteſt inquiries, ſeems ill-directed, if not unjuſt.

When lands began to riſe in the more ſouthern parts of the iſland, the gentlemen of the north, who drew a mere pittance from extenſive diſtricts, conſidered themſelves as having an equal right to an increaſe of rents, but without duly attending to the circumſtances of ſoil and climate, the want of towns, manufactures, and capital.

The tenants, accuſtomed from age to age, to poſſeſs hundreds of acres, for the value of a few pounds, were thunderſtruck on finding their rents doubled; and in many places trebled; while all the feudal ſervices, ſome few eſtates excepted, remained in full force. The conſequence of this premature increaſe of rents need not be repeated; many gentlemen now ſee their error, and are taking meaſures for their own relief and that of the tenants; but it is too evident, that, from the natural circumſtances of the country, no expedients can be effectual, unleſs aſſiſted, in the firſt inſtance, by the public. The proprietors may in ſome parts, improve the ſoil, but they cannot improve the climate. Herein lies the great barrier to agriculture in the Highlands; on which account, the greateſt part of the vallies, as well as hills, would have been turned into paſture-grounds, for the raiſing of cattle and ſheep, had not humanity and patriotiſm ſtepped forth in the generous breaſt, and ſaid, *by turning theſe lands into grazing parks, you will depopulate your country, and deprive the ſtate of* 200,000 *inhabitants*. Gentlemen recoiled at the thought, and at this moment ſubmit to all the inconveniencies of a numerous tenantry, whoſe rents on ſome eſtates are from 2 to 10l. per annum;

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annum; on others, from 10 to 20l. each, which is thought high, though much more could be gained by letting out large diſtricts to opulent graziers, and without riſk or trouble.

There is ſomething generous in this ſelf-denial, which merits not only the public applauſe, but the thanks of government.

Addreſs to the lower Ranks of People in the Highlands.

Having always found you inquiſitive after news, and particularly reſpecting North America, and the encouragements to poor men in that country, I ſhall give you ſuch lights as have come to my knowledge, and on which you may rely.

While America remained under the protecting and foſtering hand of Great Britain, (by which you are to underſtand England and Scotland) the people were happy and flouriſhing, beyond any example on record; every year increaſed their commerce, ſhipping, and towns, and rolled in new ſources of wealth. They were protected at the expence of this country, againſt all enemies; liberal bounties were granted by Parliament for the encouragement of their natural produce; they were allowed a free trade with our ſugar colonies, by which they ſupplanted the mother country, to a great amount annually, without contributing in men, ſhips, or money, to the defence of theſe iſlands; they had the monopoly of ſhip-building, and Britain was the principal market, while many of our own ports were neglected, choaked up, or in ruins; they traded on the capital of Britiſh merchants and manufacturers to the amount of 4 or 5,000,000l. and were ſupplied with Britiſh and India goods, free of thoſe burdens which the native ſubjects paid; with other benefits, exemptions and privileges, too numerous to recapitulate, and which would have been further heaped upon them,

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had they been actuated more by political wiſdom than the machinations * of reſtleſs factious minds in both countries, aided by foreign powers, jealous of an empire, which in time might have held the balance in Europe.

The conſequence of the war, was an intire ſeparation of thoſe colonies from Britain, and inſtead of a great and happy line of coaſt extending 1500 miles in length, it is now ſplit into 13 different ſtates, loaded with debts and taxes; diſtracted in their councils; without public virtue; ſhut out from the Weſt India iſlands; their commerce reduced; their ſhip-building abridged, and their ſpecie completely drained away.

In a period of ſuch diſtraction, perplexity, and perſonal averſion to the natives of Great-Britain, it is not adviſable in any man to go thither as an indented ſervant, much leſs ſo, to drag his family to a country where they will be inſulted, and doomed to bondage with negroes, under the rod of a maſter who hath an uncontroulable power over their perſons and ſervices.

More powerful arguments againſt emigration remain to be mentioned. The ſoil of thoſe ſtates is in general very productive; but it is well known, that the ſudden tranſitions from extreme heat, to extreme cold; the long fogs, extenſive marſhes, and exceſſive rains, produce a train of diſeaſes

* During the laſt war it was the practice of certain evil-diſpoſed perſons of the capital, to print inflammatory hand-bills, which they ſent by thouſands to America; where, with others of American manufacture, they were diſtributed amongſt the revolted colonies. Seafaring people frequently brought ſome of theſe papers to London, as curioſities; one of which acquainted the good people of America, "That the king of Great Britain was beſieged in his caſtle of Windſor, by 20,000 Londoners; and that the queen, a bigotted Roman catholic, had ſent her jewels to Venice, where ſhe was going to reſide." Great pains were taken, both in England and America, to repreſent the king in colours the very reverſe to his rule of government, which hath been regulated by the ſpirit of the Engliſh conſtitution, and of univerſal equity towards all his ſubjects, of whatever country, religion or complexion.

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very fatal to Britiſh conſtitutions, particularly fevers and agues, to which almoſt every man is ſubject who is expoſed to daily drudgery without doors, or in the woods; beſides the tormenting, and almoſt inceſſant ſtings of muſketoes and other virulent inſects, from which labouring people cannot eſcape, inſomuch that their legs are frequently ulcered, and their life becomes completely burdenſome.

The only provinces exempted from taxation, are Canada and Nova Scotia, which ſtill compoſe a part of the Britiſh empire, enjoying all the benefits of its protection, commerce, laws, and conſtitution; but thoſe countries are covered with froſt and ſnow from November till April, which oblige the inhabitants to dreſs in ſkins and furs, and cut off all communication between Canada and Europe during 7 months in the year. Whoever, therefore, prefers America to the temperate, wholeſome climate of Great Britain, will find themſelves greatly diſappointed; and even the Highlands of Scotland may, with a little aſſiſtance, be rendered a more deſirable place of reſidence to its natives, than any part of the American hemiſphere.

Such being the natural and political ſtate of that country, which many of you conſidered as a deſirable aſylum from your preſent wretchedneſs, you have no alternative in the choice of your future reſidence, unleſs in the ſeaſon of anguiſh and deſpair, you take the deſperate reſolution of plunging yourſelves from bad to worſe. Though this account may probably deprive you of thoſe hopes, which, from nature, and the circumſtances of the times, will be found deluſive, it is a duty to ſtate the truth, that you may no longer remain in ſuſpenſe on that head.

Suppoſing therefore, all the golden proſpects of a country flowing with milk and honey, to vaniſh from your imagination, and that the anguiſh of your minds, thus deprived of the only remaining prop,

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is become almoſt inſupportable, it would be in vain, whatever may be ſaid on the contrary, to preſcribe what are uſually called ſpiritual comforts. A mind overwhelmed with afflictions, too great for human nature to ſuſtain, and without the hope of ſeeing better times, is incapable of thoſe ſenſations which reflection and contemplation affords, in the days of eaſe, health or proſperity.

Yet hope ought not to be totally precluded. Nations, as well as individuals, are often reduced, by a concurrence of circumſtances, to apparent, and ſeemingly irretrievable ruin; but it is evident, that this humiliating ſtate frequently proves the termination of their difficulties; that after ſuch a day, or year, their diſtreſſes gradually vaniſh. Heaven, the diſpenſer of all things, prepares a train of circumſtances, all co-operating in their favour, and which lead infallibly to the vertical point, preſcribed by Divine wiſdom.

The loſs of America, which in ſome reſpects is a national misfortune, will, in others, prove a national benefit, by diſpoſing the public to look towards a country, which, in days of great proſperity, was totally diſregarded. Secondary circumſtances, as the famine in 1782, may alſo contribute to enforce and haſten this deſirable work; nor ſhould the diſtreſſes of your countrymen on the coaſt of Ireland, though at a favourable ſeaſon, paſs unnoticed; their determined reſolution, after theſe diſaſters, to hazard another voyage, affords the cleareſt evidence that the country requires relief.

In order to ſtrengthen your faith in what is likely to happen, let me call to your remembrance the following events, which have actually taken place during theſe laſt 3 years, viz.

1. The liberty to reſume the dreſs of your anceſtors.

2. The reſtoration of the forfeited eſtates, which, though the benefits extend to a few individuals only, ſhews

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ſhews the confidence which the king repoſes in his Highland ſubjects.

3. The liberal ſupply voted by the houſe of commons, for your relief during the ſeaſon of ſcarcity.

4. A generous ſubſcription for the relief of the Orkney iſlands, firſt opened in the northern counties of England.

5. The late cruiſe of his majeſty's ſon, upon your coaſts; his honouring Stronaway with a viſit, and his minute inquiries reſpecting the fiſheries.

Theſe are happy omens of the good diſpoſition of the king and people towards you, and may be conſidered as preludes to an extenſive chain of meaſures for your relief in all caſes that ſhall be found expedient and practicable; the principal of which will be enumerated in the ſubſequent chapter. And I may further add, that the major part of the nobility and gentry, both on the continent and the iſlands, are reſolved to take an active ſhare in the generous deſigns.

Theſe favours or indulgencies from the public, and your chiefs, require a grateful return on your part to God the firſt cauſe, and to your king and country, as the means. The benefits between the public and you muſt be reciprocal; this is what the nation have a juſt right to expect in return for the expenditure of public money, at a period when the ſubjects are born down with the weight of unavoidable taxes, to which you contribute nothing, and from which it is probable you will be legally exempted, when the circumſtances of your country ſhall be inveſtigated by the ſenate.

The departments wherein you are to act in the grand machine of national polity, relate to the army, the navy, and the fiſheries.

Of the army department little need be ſaid: you have ever ſhewn a manly readineſs to riſe, when called upon, in your country's defence, and an inflexible adherence to your engagements. You have been

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been eſſentially ſerviceable in every part of the empire, when ſurrounded with an hoſt of foes, and it is expected that the ſame ſpirit, courage and firmneſs will characteriſe Highlandmen, in all future ages. I have calculated the quota of intrepid, ſtout, and bold young men ready and qualified to ſerve during a ſubſequent war, at 20,000. If towns ſhall be built, by which men, women, and bairns may be encouraged to remain on their native ſoil, I conjecture that, upon any great emergency, you will be able to ſend out double the above number, to give the Monſieurs and the Dons a warm ſalute, wherever the young chiels can get within muſket-ſhot of them.

But the main ſtrength, and grand efforts of Britain, are from the navy; which, when properly commanded, hath always proved invincible againſt combined nations, and let every Highlandman wiſh that it may long maintain that ſuperiority. As France is now copying Great Britain in her naval equipments, and exerting every nerve to ſurpaſs the latter, both in the number and magnitude of her ſhips, we muſt be always ready to meet that potent nation, at leaſt with equal force. Within the memory of ſome men in the Highlands, the number of ſeamen voted for the war eſtabliſhment was 45,000; the number hath been increaſed every ſucceeding war, and in 1782, it amounted to 110,000; the next war will probably require 130,000, to raiſe whom we ſhall be bruſſen enough, for ye ken fu well, with what difficulty we raiſed a ſmaller number in the laſt ſtruggle. Now, it is evident, that all the other nurſeries for ſeamen united fall ſhort of the fiſhery nurſery, both in number and hardineſs, and if government ſhall be pleaſed to put the weſt coaſt in a way of employing 500 buſſes, and 4000 large boats, or wherries, which would engage 31,000 ſeamen, they muſt lend a hand to the royal navy, when called upon by his honour's highneſs prince William Henry, and take a ſpell of what's going on againſt the Monſieurs; for it would be a ſin and a ſhame,

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ſhame, to lay the whole burden of fighting, as well as of building ſhips, upon England.

The great aim of government in ſupporting the fiſhery buſineſs, is the aid which that branch may be able to afford the nation, when attacked by reſtleſs neighbours; and if the public, after laying out thouſands, and tens of thouſands of guineas, in the Highlands, ſhall rely upon your honour and faith, in the ſeaſons of difficulty, gratitude as well as juſtice, ſhould animate your breaſts on thoſe occaſions, ſo as to overcome all feelings, or mercenary conſiderations. The lads muſt not ſkulk or run away, when called upon, but enter freely, and with a good grace, upon his majeſty's bounty. Beſides, they will be benefited by ſeeing a little of the world, and though there is a great deal of ſwearing aboard a man of war, no man is under a neceſſity of conforming to other people's nonſenſe. Some officers of diſtinguiſhed bravery, both by ſea and land, have ſcarcely ever been known to utter an oath, which at beſt, is a paltry low habit, unworthy a man of ſenſe, education, or delicacy.

Neither ſhould the lads ſuffer their manners to be corrupted in any ſhape whatever; adviſe them, with all your eloquence, to retain their original ſobriety, temperance, and modeſty; qualities which do not paſs unobſerved by the officers, and on which account the Highland ſeamen are highly valued in the navy.

The third capacity required of you is of a civil nature, and will benefit yourſelves as well as the community. The greateſt part of thoſe who reſide on the ſhores and lakes will, it is hoped, be encouraged to direct their attention to all the branches of the fiſheries throughout the whole year, by means of bounties to boats, as well as buſſes, with permiſſion to ſell their herrings to ſtrangers. For theſe and other particulars, I refer you to the next chapter.—If matters ſhall be put into the train therein ſtated, your country will become reſpectable; new fields will be opened

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opened for induſtry, and ſtrangers will reſort to your infant towns, from all parts of the kingdom; a complete revolution will pervade the whole Highlands, to the aſtoniſhment of the old and the young, all of whom will find employment adapted to their age, capacity, and abilities. But while your condition will be thus mended, and your wants ſupplied in all things requiſite for human exiſtence, dangers of a ſerious nature are to be apprehended, and guarded againſt. When the trading world ſhall break in upon you with all its vicious habits, and when you ſhall begin to aſſimilate with that world, it will be difficult to reſiſt the force of example, and the alluring temptations that will appear in a thouſand different forms, all of them tending to eradicate your native virtues, and to ſubſtitute inſtead thereof the long train of vices which degrade human nature, and are ſooner or later their own puniſhment. Vice admits of two diſtinctions, very different from each other in their effects upon ſociety; viz. Thoſe of the ſenſes, and thoſe of the heart. The firſt are natural or conſtitutional vices, operating more or leſs upon the whole human race, and therefore the life of every conſcientious perſon is a continued ſtruggle between reaſon and the paſſions. From perſons of this deſcription, you have little to fear in ſocial intercourſe. You will generally find them fair and open in their dealings, ſincere in their profeſſions, and warm in their friendſhips.

Very different are thoſe whoſe crimes flow from the heart; as envy, malignity, double dealing, hypocriſy, cruelty, boundleſs ambition, and inſatiable avarice. Theſe are the perſons who diſturb the peace of individuals, of families, and communities; who overthrow empires, deſtroy millions, and keep the world in continual fermentation.

Such, you may be aſſured, will be the imports, as ſoon as your ſhores ſhall hold forth inducements for the reſort of ſtrangers. The thoughtleſs being, who is

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no one's enemy but his own, is a rock appearing always above water, which you may eaſily avoid; but the man of the world, whoſe ideas continually centre in one object; whoſe mind is ever on the ſtretch, deviſing by what new means he may ſupplant his neighbour, is a rock which only appears at low tides; while, to cloſe the ſimile, the deſigning, the dark, and the ambiguous hypocrite, is a rock always under cover, fatal to thouſands, whoſe inexperience or credulity leads them in that direction. The religious impoſtor being particularly tenacious of his reputation, is conſequently more artful and refined in his deſigns than other perſons, and from the ſame cauſe, more unrelenting in his reſentments againſt the objects whom he hath injured.

Such, with ſome exceptions, is the world, and, if you doubt the truth of this repreſentation, let me remind you of the words of Solomon, founded upon experience, and a general knowledge of mankind. He found *one man*, that is, a man of integrity, in a thouſand. Charles II. of England, who was equally converſant with mankind, and equally penetrating into the human heart, uſed to ſay, in his humorous way, that "There were two kinds of rogues in the world, all thoſe who wore wigs, and all thoſe who wore their own hair." Mankind in all ages have given nearly the ſame character of their own ſpecies, and a perſonage, with whoſe life you are well acquainted, was particularly pointed againſt human depravity, eſpecially thoſe of high pretenſions. The love of ſplendour, honours, and wealth, having become the ruling paſſion amongſt men of all ranks and perſuaſions in theſe kingdoms, it is highly requiſite, that you be guarded not only againſt their artful devices to obtain theſe gratifications, but alſo againſt imbibing the poiſonous infection. I have often ruminated upon this head, whether it would not be better to remain in your

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preſent ſtate, uncontaminated with the world, though almoſt ready to ſink under the weight of many evils; or to be placed above theſe diſtreſſes, at the hazard of your morals. In the day of battle, you ſtand firm and invulnerable againſt all dangers, however numerous your opponents. Will your fortitude be equally proof againſt an army of vices, in all their tempting ſhapes? Be not too confident of your own ſtrength. Cannon and muſkets are trifling in the compariſon to what you muſt encounter, from the moment after you firſt drink out of the ſame cup with Lowlandmen, Engliſhmen and Iriſhmen. I know your anſwer before-hand; the wetneſs of the preſent harveſt, by which your crops will be partly loſt, and the dreadful proſpect of a new famine, leave no room to heſitate. Give us employment, by which we may purchaſe from others what our own miſerable climate does not afford, is your ardent ſupplication; in which policy, humanity, and moral juſtice are your advocates. As your requeſt muſt ſooner or later be granted, it will be eſſentially neceſſary to aſſiſt you at the ſame time, in the ſtruggle between your conſciences on the one ſide, and the world on the other; for this purpoſe, an additional number of intelligent clergymen may be ſettled among you, who would not only attend to matters of ſpiritual concern, but alſo aſſiſt you with their counſel, in ſuch temporal affairs as might require their aid, in the propoſed new line of action.

But as, from the great extent of country, there will ſtill be a deficiency of clergymen for ages to come, you may in ſome degree ſupply this defect, by means of a ſmall aſſortment of well-choſen books; and in order that neither your time nor money may be miſapplied, I would adviſe you to reject all books upon religious controverſy, and religious intolerance; or which affirm that the people of ſuch a church or ſuch a ſect, and they only, can be ſaved. This is preſumption with a witneſs! and

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if all ſuch books were collected together and ſet on fire, with ſevere penalties on thoſe by whom they were reprinted, it would be doing mankind an eſſential ſervice. Such writers have the aſſurance to dictate to the Almighty, to meaſure out his goodneſs by ſquare and rule, or by pounds and ounces, which they claim, forſooth, as the excluſive right of themſelves, and thoſe of the ſame perſuaſion. The books I mean to recommend are ſuch as will not puzzle or diſtract, but aid the devout mind; as Scougal's Life of God in the Soul of Man; Doddridge's Riſe and Progreſs of Religion in the Soul; Beveridge's private Thoughts; Mrs. Rowe's devout Exerciſes of the Heart. Theſe books, to well-diſpoſed minds, will prove a never-failing ſource of comfort, till at length the perſon, thus diſpoſed, will perceive his own heart to be a church, and that all nature are the preachers. You will diſcover that every object within your view, from the blade of graſs to the mighty oak; from the ſmalleſt inſect to the elephant, and from the moſt minute inhabitant of the boundleſs ocean, to the monſters which ſometimes viſit your ſhores, is of itſelf a perfect ſyſtem, complete in all its parts, and governed by unerring laws, peculiar to its nature, in its formation, growth, maturity, and decline. Could you extend your contemplations beyond the objects immediately before your eyes, new ſources of wonder and admiration would preſent themſelves without end: the globe which we inhabit would, in the compariſon with the works of God, appear as a drop of water to the boundleſs ocean; a mere particle in the wide expanſe of the univerſe, and which, were it burnt to nothing by a planet, would ſcarcely cauſe a blank in the great machinery, formed and regulated by Omnipotence.

The ſame wiſdom and power that you ſee diſplayed in the little circle which you inhabit, is ſeen and felt throughout innumerable worlds, whoſe exiſtence,

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tence, the ingenuity and discoveries of man have fully confirmed.

By frequently exercising the mind on such objects you will begin to make the important discovery, that there are other sources, besides gold or silver, more satisfactory in their operation, and more permanent in the tenure. If there be any real felicity in this world, it is surely in the correspondence between the soul and its Creator; it is also that kind of riches which accumulate, in proportion to a man's sincerity and integrity. You have therefore greater wealth in store, than many of you are at present aware of; and thus possessed of increasing sterling treasure, you will lament the extreme folly of those who sacrifice every valuable consideration of this world and the next, for paltry tinsel, by which their avarice may be gratified, and the pitiful object, vanity, may be flattered.

Industry is both a commendable and a necessary duty, when its object is merely to procure the necessaries, or even the innocent gratifications of life, and the ability to assist, in a proportionate degree, the aged or the helpless, whose merit may claim your notice.

So far you may prosecute business with a good conscience, void of offence; but, beyond that line, danger is near, both to yourselves and those with whom you may be connected, in the concerns of life.

In proportion as the love of money predominates in the mind, conscience loses its force, till at length it ceases to operate, when the deluded being gives full sway to all his desires, breaks through all laws, divine and human; becomes a false friend, a double dealer, and in all respects a dangerous neighbour; thus laying up one sum after another, till cruel, unrelenting death, drags him reluctantly from the ill-gotten acres, bonds and mortgages, frequently without allowing him time to assign the disposal of his imaginary riches.

Besides the above-mentioned books, every family on the shores of the Highlands should be provided with a dictionary

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ſpelling book, a ſmall dictionary, a book on practical arithmetic, ditto on practical navigation, a copy book, and a compendious treatiſe on diſeaſes and cures. Theſe, from the ſcarcity of ſchool-maſters, and ſurgeons or doctors, are poſitively neceſſary; the expence of the whole, including a Bible, and Confeſſion of Faith, will not exceed 1l. 4s. a ſum which, though beyond your abilities to advance at any one period of time, may be laid out occaſionally in ſhillings or half crowns, till your library ſhall be completed.

Every family ſhould alſo be provided with a copy of the fiſhery laws and cuſtom-houſe fees; and every man ought to conform ſtrictly and religiouſly to thoſe laws in all caſes whatever, conducting himſelf in an orderly and decent manner, without injury or offence to thoſe engaged in the ſame employ; and he who is detected in maliciouſly cutting his neighbour's nets, or obſtructing him in any ſhape whatever, ſhould be for ever expelled from the fiſheries, and the company of all honeſt men.

Addreſs to the Convention of the Royal Boroughs in Scotland.

GENTLEMEN,

It is univerſally acknowledged that the fiſheries of Great Britain have a ſtrong claim to the particular attention of the legiſlature,

1. As a nurſery of ſhip-carpenters, who may be ready, when their country demands their aſſiſtance, to ſerve in the royal dock-yards, and facilitate the equipment of our navies.

2. As the primary nurſery of hardy ſeamen to man thoſe navies.

3. As furniſhing, if properly encouraged, a conſiderable article of commerce, giving freights to ſhipping, and drawing hither from the various mar-

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kets of Europe and the Weſt Indies, in ſpecie and goods, to the amount of 750,000l. annually.

4. In ſupplying the labouring people with cheap and wholeſome food, to the amount of 1,000,000l. annually.

5. In giving employment to half a million of people of both ſexes, and of all ages; as coopers, blackſmiths, joiners, block-makers, painters, hecklers, ſpinners, net-makers, rope-makers, ſail-cloth-manufacturers, and ſail-makers, tanners, ſalt-makers and labourers.

6. As opening inexhauſtible ſources of wealth amongſt a numerous body of people in both kingdoms, thereby contributing to the extenſion of manufactures, and the increaſe of revenue.

7. As contributing particularly to the improvement of that hitherto loſt country, the Highlands of Scotland, and furniſhing 3 or 400,000 people with a competency of the neceſſaries of life, whereby emigrations would ceaſe, and a numerous colony of ſoldiers, ſeamen, and fiſhers would be ſoon eſtabliſhed.

8. As raiſing the value of natural woods, and conſequently barren lands.

To ſum up the whole, as giving vigour to the centre of empire, rendering us leſs dependant on foreign countries and foreign connections, at all times expenſive and precarious.

Such are the gifts that Heaven hath beſtowed upon our ſhores, of which ſtrangers have hitherto reaped the fruits, as ſtated in the foregoing hiſtory of the fiſheries, down to the beginning of the preſent year.

The following particulars will enable you to form ſome concluſion reſpecting the preſent meaſures of government, for the recovery of that national ſtaple.

The remarks which I had ventured to bring into public view reſpecting the fiſheries, being generally approved of by the inhabitants of England

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land as well as Scotland, brought forward that Herculean foe to the buſs-fiſhery, Dr. Adam Smith, commiſſioner of the cuſtoms in Scotland, whoſe ſpecious writings on that ſubject, have had too much influence over the minds of men not ſufficiently informed to judge for themſelves, or to diſcover the virulency of the author, when he writes on that head.

But the evil doth not reſt here. It is greatly to be feared that the unfair ſtatements and concluſions of this writer have alſo influenced adminiſtration and many ſenators reſpecting the formation of new laws. If ſo, we may bid adieu to the Scottiſh fiſheries. But let us not meanly give up the cauſe of our country without a ſtruggle in its defence. Now is the critical moment, when every practical fiſher and well-informed perſon, ought to take his ſtand in the beſt of all cauſes, the natural rights of mankind, and the relief of diſtreſs. It is a cauſe wherein the Author of Nature, if I may ſo expreſs myſelf, is a party concerned. He beſtowed thoſe fiſheries upon your country, as an equivalent for its barren ſoil, and ſhall the inhabitants ſpurn at the benevolent gift? Shall the prejudices, the dogmatical decrees, and baneful inſinuations of a board of cuſtoms, be permitted to counteract the beneficent intentions of the Deity. Your anceſtors, during the reigns of the 5 James's, enacted laws, enforcing the buſs-fiſhery, as the mode which was beſt ſuited to the Scottiſh ſeas; they even compelled the nobility, principal gentry, and royal boroughs, to fit out decked veſſels proportioned to their abilities, for exploring the boiſterous ocean; while boats or wherries were buſily employed in the firths and bays. The diſtractions of ſubſequent ages, and particularly the capture of the ſea veſſels, by Cromwell or his officers, annihilated the buſs-fiſhery on the eaſt coaſt. It was again reſumed during the reign of his late

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majeſty, and carried on with great ſpirit from the weſtern ports, encouraged by the demands for the Weſt Indies; and again it hath been almoſt ſuppreſſed; not by civil commotions, or foreign invaſion, but by the machinations of your countrymen, co-operating with various diſcouraging circumſtances, formerly enumerated.

A committee of the houſe of commons was appointed in March laſt, to inquire into the preſent ſtate of the Britiſh fiſheries, and into the moſt effectual means for their improvement and extenſion. Evidences were examined from both kingdoms; ſeveral valuable papers, tranſmitted to different members, were read, arranged, and printed, for the inſpection of the parliament. The ſeaſon was now too far advanced for entering upon the ſubject of bounties, but it was propoſed to bring in a bill for removing certain impediments, and unneceſſary reſtrictions, as a preliminary to the main objects in reſerve for future diſcuſſion.

The ſenſe of the Committee was as follows:

From the Facts which are ſtated in their preſent, or contained in their former Report, Your Committee have unanimouſly agreed upon the following Reſolutions; viz.

Reſolved, That it is the opinion of this committee, that every buſs or other fiſhing veſſel, properly fitted out and furniſhed as by law required for veſſels entered for the bounty, ſhould be allowed to clear out of any port of Great Britain, at any time between the 1ſt day of June and the 1ſt day of October, and to proceed immediately to her fiſhing ſtation, and to caſt her nets, without being obliged to rendezvous at any other port or place—*Agreed to by Parliament.*

Reſolved, That it is the opinion of this committee, That the maſters of buſſes and other veſſels employed in

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in the herring fiſhery ſhould be at liberty to purchaſe freſh herrings of the boat fiſhers (being Britiſh ſubjects) and to ſhip the herrings which they ſhall take, or which they ſhall purchaſe as aforeſaid, on board any attendant Britiſh veſſel, with permiſſion to land the ſame, under proper regulations, in any of the ports of Great Britain, upon oath being made, by the maſter of the ſmaller veſſel ſo landing them as aforeſaid, or by the owner of the fiſh, that the fiſh were, to the beſt of his knowledge and belief, caught by Britiſh ſubjects; provided that, if the attendant veſſel which ſhall ſail with ſuch fiſh, ſhall land them at any other port than that from which the principal veſſel cleared out, a proper certificate of the number of barrels of ſalted fiſh ſo landed, ſhall be obtained from the principal officer of the cuſtoms at ſuch port, before the bond for the duties on the ſalt taken on board the principal veſſel ſhall be diſcharged; and provided alſo, that no buſs or veſſel, returning to port within the ſpace of twelve weeks after her clearance outwards, unleſs with a full cargo, the whole of which ſhall have been taken, and cured or ſalted, by ſuch buſs or veſſel, ſhould be intitled to a bounty.—*Agreed to in part.*

Reſolved, That it is the opinion of this committee, That for reviving and encouraging the cod fiſhery in the North Seas, and in Iceland, the owner of any veſſel employed therein ſhould be at liberty to uſe in the ſaid fiſhery Britiſh-made ſalt, duty-free, and to warehouſe, under the key of the officer, any ſurplus ſalt remaining in ſuch veſſel, upon her return to the place of her outfit, under the like rules and regulations as are provided for ſurplus ſalt brought back in veſſels employed in the herring fiſhery.—*Agreed to.*

Reſolved, That it is the opinion of this committee, That all buſſes, and other fiſhing veſſels, ſhould, in future, be permitted to be entered for the bounty, without any limitation of their burden or tonnage;

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except that no veſſel of leſs than 20 tons ſhould be intitled to any bounty, and except that no buſs or other veſſel ſhould be intitled to the bounty for more than 80 tons, although of a larger burden.—*Agreed to.*

Reſolved, That it is the opinion of this committee, That all buſſes and veſſels employed in the herring fiſheries, ſhould be at liberty, during the time of their continuance at ſea, to catch and cure cod, ling, and hake, as well as herrings, and ſhould be ſubject to the ſame regulations, and have the ſame privilege of curing the ſaid other ſpecies of fiſh with ſalt duty-free, as in the caſe of herrings; but that no bounty ſhould be allowed on the exportation of the ſaid other ſpecies of fiſh; and therefore, that ſuch other fiſh ſhould be marked by cutting their tails, in the manner preſcribed for marking fiſh cured for home conſumption.—*Ditto.*

Reſolved, That it is the opinion of this committee, That the duties payable upon fiſh caught and cured by Britiſh ſubjects (ſuch fiſh being entered and landed as by law required for fiſh cured for home conſumption) ſhould ceaſe and be diſcontinued.

I am ſorry to obſerve, that the new laws, though they aboliſh ſome impediments, are, in other reſpects, diſcouraging to the Scottiſh herring and white fiſheries, which will undoubtedly give your rivals of Ireland and the continent, a decided advantage over you in both.

Firſt, reſpecting the herring fiſhery: by the former laws, veſſels were to remain at ſea 3 months after their departure from port, unleſs they ſhould ſooner have completed their loading. By the new law, they are to remain at ſea 3 months, not from the time of ſailing, as formerly enacted, but "from "the day upon which ſuch owners or maſters re- "ſpectively, firſt ſhot or wetted their nets." Now,

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ſt too frequently happens, that veſſels do not fall in with the herrings for ſeveral weeks, ſometimes 2 months after their departure from port: conſequently, every owner muſt engage men, and lay in proviſions and ſtores for 5 months, inſtead of 3. It may indeed be ſuppoſed that there is a loop-hole, as it is called, by which the law may be evaded, viz. by wetting the nets immediately on ſailing out of port. Setting this aſide, what chance have the Scottiſh fiſhers with their neighbours of Ireland, who are under no reſtrictions whatever reſpecting the time of ſailing or arrival between the firſt of May, and the firſt of February, whether loaded, half loaded, or empty. You will alſo perceive that the inland duty is continued upon herrings, though "the annual produce of this duty, as appears by "a report tranſmitted to the committee from the "ſalt office, upon an average of the two laſt years, "ſcarcely exceeds 1,400l."

This trifle requires the ſame attention and entries as a revenue of 100 times the amount; and is equally troubleſome to the merchant or agent.

Secondly, reſpecting white fiſh: By the former laws, all white fiſh exported was entitled to the following bounties, viz.

	£.	s.	d.
On every cwt. of dried white fiſh, —	0	3	0
On every barrel of 32 gallons of wet do.	0	2	0

By the new laws theſe bounties are withdrawn on Britiſh fiſh, while the Iriſh merchant is allowed,

	£.	s.	d.
On every ſcore of ling or cod taken on the coaſt of Ireland, — —	0	5	0
On every ſcore of hake, haddock, or cod fiſh, and conger eel, — —	0	3	0
On every tierce, containing 41 gallons, of cured wet fiſh — — —	0	4	3

What chance have the Britiſh fiſhers at foreign markets, againſt theſe bounties; or with the Norwegians,

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wegians, who frequent the northern ſeas at half the expence of our people, in proviſions, wages, and the equipment of veſſels?

This, gentlemen, is a ſpecimen of what may be expected as the "moſt effectual means for the im-"provement and extenſion of the Britiſh fiſheries," whilſt the friends of thoſe fiſheries vainly imagine, that this moſt important of all national buſineſs can be permanently eſtabliſhed with little or no public aid; in which deluſion they are encouraged by fawning ſycophants, who have recourſe to ſuch flatteries, as the readieſt means of retaining or procuring miniſterial favour, though at the expence of the public welfare, and individual ſubſiſtence.

It is not to be ſuppoſed that perſons in the higher ranks of life have given any particular attention to the ſubject of fiſheries, excepting thoſe immediately concerned therein, by profeſſion, or local ſituation, of which the number is extremely few *; it is therefore highly expedient, that perſons of practical experience

* That the importance of the fiſheries is not properly comprehended, appears evident from the oppoſition made by Mr. Eden, one of the moſt intelligent members of the houſe of commons, to the remiſſion of the inland duties on herrings, which Mr. Beaufoy ſtated at no more than 1400l. This trifling ſource of revenue alſo attracted the attention of the miniſter, who moved that the clauſe might be poſtponed for the preſent.

The debates on this ſubject alſo afford a convincing proof, that the ſubject of the fiſheries is little underſtood. Mr. Eden "made "no ſcruple to acknowledge that he was not ſufficiently maſter "of the ſubject to pronounce upon it with certainty. He ſaid, "he had no other information reſpecting it, but what he had ob-"tained from peruſing the ſecond report, and from conſulting "2 or 3 volumes of the ſtatute books upon the table, ſince he "came into the houſe, and he would venture to ſay, without "dread of being thought guilty of any affront to the committee, "that very few of the thirty members preſent were better ac-"quainted with the ſubject than himſelf." Mr. Eden's obſervation on this head is fully confirmed in the third and principal report, where the gentlemen who methodized the ſame, fairly confeſs themſelves enveloped in myſtery and darkneſs. It is not to be wondered that this ſhould be the caſe, when perſons, whoſe ſituation

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perience ſhould ſtep forth to reſcue the fiſheries from the hands of ignorant adviſers, and conſequently from aliens, by which means they will be effectually ſecured to the native ſubjects.

With this view, I ſignified to ſeveral members of parliament, an intention to draw up a ſet of propoſitions for the peruſal of the traders and fiſhers in Scotland, as a ground-work, on which the convention of the royal boroughs may compoſe and prepare a body of fiſhery regulations, ſuited to all caſes and circumſtances; which, when completed, may be tranſmitted to government.

Beſides my own obſervations and enquiries reſpecting the Britiſh and European fiſheries, I have been furniſhed with remarks, in the form of memorials, ſigned by the reſpective magiſtrates, merchants, and principal fiſhers on the weſt coaſt. I have alſo received much uſeful information from the epiſtolary communications of individuals in different parts of the kingdom, who are engaged in that branch, as well as thoſe who have relinquiſhed the buſineſs, as an unprofitable, or a ruinous purſuit.

By means of theſe materials, I have been enabled to proceed, ſo far, on ſure grounds, as you will perceive in the preceding chapters, where each ſubject is ſeparately ſtated; but as theſe communications are confined to 15 or 20 heads, I have ventured, alone and unſupported, to branch out this great ſubject to the various caſes which occur at preſent to my

ſituation in life gives them a claim to a hearing, advance falſe ſtatements, as Dr. Smith, who in the eſtimates of the herrings taken by the Scottiſh buſſes, includes only thoſe caught in the firſt, or what is called the bounty voyage, whereas "the buſſes often make a ſecond, and ſometimes a third; and as, one year with another, the herrings taken in theſe voyages are believed to equal thoſe taken on the bounty voyage, it follows that the quantity taken by the buſſes is double what they are ſtated," conſequently Dr. Smith's main argument falls to the ground.

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memory, the outlines of which I ſubmit, with due deference, to your conſideration.

1. As the Scottiſh ſeas abound with fiſh throughout the whole year, beſides an annual reinforcement from the great northern ocean, in a compact body, equal in extent to the Britiſh kingdoms, it is the duty of the natives to avail themſelves of this heaven-directed bounty, to the fulleſt extent, without ceaſing.

2. That the reſtraining laws enacted from time to time militate againſt the benevolent intentions of Providence, and have contributed to throw that valuable branch into the hands of aliens, thereby depriving the natives of their birthright.

3. That an unlimited diſcretionary power ſhould be given to all perſons concerned in the herring fiſheries, reſpecting the time of ſailing and return, between the months of May and February.

4. That the buſſes may be allowed to fiſh, to purchaſe from the natives, or do both; and in every reſpect to act as circumſtances may dictate for their own benefit, provided, however, that all freſh herrings ſo purchaſed ſhall have been taken on the preceding night, and not before.

5. That the Britiſh and Iriſh ſeas and fiſheries may be common to the natives of either country, ſubject to the ſame laws and regulations.

6. That veſſels may be allowed to ſend their captures to the ports from whence they ſailed, by means of carrying veſſels, when, and as often as they ſhall judge it expedient.

7. That Ireland, formerly a market for Scottiſh herrings, hath not only ſupplied herſelf, of late, but alſo become a rival at the Weſt India market, through the wiſdom, liberality, and unwearied exertions of their parliament, particularly in bounties, which, by the firſt laws, amounted to 20s. per ton to all veſſels carrying between 20 and 100 tons burden; and is now raiſed to 30s. beſides 1s. 3d. per barrel on all herrings cured after the Dutch

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Dutch manner; alſo 2s. per barrel on all herrings exported.

8. That Sweden, alſo a market for Scottiſh herrings, ſo late as the year 1750, now ſupplies herſelf, the Baltic, &c. to the amount of 200,000 barrels annually, upon an average of years, at from 8 to 10s. per barrel. That the herrings being taken at, or near the mercantile city of Gottenburgh, by means of large nets, in the manner of the ſalmon fiſhery, no extraordinary expence is requiſite, which circumſtance, with the cheapneſs of the caſks, operates as a large bounty, by which the Swedes are enabled to underſell all other nations *.

9. That

* The following table of exports from Gottenburgh may be uſeful to perſons concerned in the fiſheries.

	1775	1776	1777	1779	1780	1781
To Cork and other Iriſh ports,	25,836	56,400	19,267	7,313	12,243	
Madeira and the Weſt Indies,	6,278	7,437	5,826	20,849	7,281	2,760
Dantzic,	5,693	4,321	3,716	755	538	1,120
Stettin,	2,967	740	1,485	2,489	1,770	6,612
Koningſberg,	4,670	4,970	6,592	740	1,601	1,260
Riga,	3,359	3,730	7,337	2,424	2,200	9,534
Peterſburgh,	2,179	4,195	7,507	6,263	2,182	3,298
Wolgaſt,	1,962	2,205	2,458	3,501	3,124	8,380
Different ports in the eaſt Sea,	20,722	16,930	35,370	41,897	33,334	50,270
France and the Mediterranean,	300	4,267	5,413	8,369	12,615	24,225
Barrels of 32 gal. 900 her. in each,	73,966	105,195	94,971	94,600	77,886	107,399
Different ports in Sweden.	20,627	23,272	37,075	40,485	28,778	29,250
Total,	94,593	128,467	132,046	135,085	106,664	136,649

The ſale of Swediſh herrings hath lately been very conſiderable in the Dutch iſland of Euſtatia.

When the herrings firſt returned to the Swediſh coaſt, in the year 1752, they appeared in July and Auguſt; they have gradually fallen in with that coaſt at a later ſeaſon, and are now ſeldom ſeen before the beginning of November, neither are the fiſh ſo fat as when they appeared early.

The herrings, as ſoon as gutted, are regularly laid into the caſks or barrels, with ſalt; after ſtanding 10 or 12 days, they reckon

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9. That of late years there is alſo a conſiderable herring fiſhery on the coaſt of Norway, taken and cured at little expence.

10. That under the diſcouraging circumſtances of rivalſhip, and reſtrictions at home, added to the diſproportionate expence of out-fits, &c. the Scottiſh fiſheries have declined, are declining, and will in all probability be reduced to the mere ſupply of the kingdom, unleſs they ſhall be placed on a footing with thoſe of Ireland, Sweden, and Norway.

11. That the patriots of Ireland have declared their intention to advertiſe in the Scottiſh newſpapers, for experienced fiſhermen and traders of the latter kingdom, to ſettle in the towns now erecting upon the north-weſt coaſt of Ireland.

12. That ſome of the moſt experienced fiſhers and traders of the weſt of Scotland have declared to the author of theſe ſheets, their determined reſolution to remove with their families, veſſels, and property to the coaſt of Ireland, unleſs the Britiſh government ſhall place the Scottiſh fiſheries and all ſalt duties upon an equal footing with thoſe of the former country.

13. That theſe uſeful men have often ſtated their caſe to government, with little or no effect, owing, it is ſuppoſed, to the ſecret influence of their enemies. That they lately renewed their humble appli-

reckon them ready for ſhipping, when the barrels are well daunted, and filled up. The herrings that are ſalted yield no oil, it is extracted only by boili g them in boilers that contain from 10 to 20 barrels. On an average 18 barrels of herrings yield a caſk of oil, nearly 32 gallons meaſure. In 1781, the Swedes exported 14,542 barrels of this oil, not having conſumption or demand for the herrings which lay on their ſhores. The markets for herring oil are the Baltic, Holland, and Spain. The average price is about 2l. 7s. per barrel. The quality is greatly inferior to whale oil, and even to liver oil; having this inconveniency, that in cold weather there is no keeping it from congealing to a conſiſtence ſomething like honey. *Mr. Meaſon's Anſwers to Mr. Byres's Queries concerning the Herring Fiſhing on the Coaſt of Sweden; inſerted in the third Report of the Committee on the Britiſh Fiſheries.*

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cations, in a clear and circumſtantial deduction of facts, founded upon the experience of former as well as the preſent times.

14. That the ſchemes ſuggeſted by Dr. Smith and Dr. Anderſon, for carrying on the Scottiſh fiſheries by means of boats, without the ſupport of the public, or by premiums during a limited time, are totally inadequate to the nature of thoſe fiſheries, and the hazards of the Scottiſh ſeas.

15. That all ſchemes calculated for that important end, upon a contracted plan of œconomy, will prove deluſive to the ſtate, as well as individuals.

16. That to enable us to meet foreigners at the European and Weſt India markets, on equal terms, certain aids, ſuited to the nature and modes of each reſpective fiſhery are unavoidably neceſſary.

17. That to render theſe fiſheries ſubſervient to the great purpoſes of naval ſtrength, the extenſion of commerce, and the employment of the people, it will be expedient to encourage the ſame by means of decked veſſels, for the floating fiſhery in the open ſeas, and by wherries, for the coaſts and inlets.

18. That nothing leſs than a general bounty, extending to veſſels of every ſize, and to fiſheries of every denomination, will be found effectual upon the experiment; neither can any plan be adopted, ſo ſimple in its operation, or leſs ſubject to frauds, jobs, colluſion, or impoſition.

19. That the mode of encouraging the herring fiſhery, at the time of the Union, by means of high premiums on fiſh exported, opened a door for perjury, and the abuſe of the public money, the barrels being frequently entered a ſecond time upon the bounty, while the iniquitous practices of the traders, in exporting fiſh improperly cured, and ſometimes filling the barrels in part with ſtones, or lumber, loſt to theſe kingdoms the confidence of foreigners,

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foreigners, and the ſale of herrings at the European markets.

20. That nature hath been ſingularly favourable to the Iriſh fiſheries, by confining them to a narrow point on the coaſt of Donegal, while the ſtation of the Scottiſh fiſheries, that of Shetland excepted, is at all times uncertain, and requires much time and patience, beſides expence, before the herrings are diſcovered.

21. That the parliament of Ireland having lately granted, in further aid of their fiſheries, a bounty of 30s. per ton, on all veſſels carrying from 20 to 100 tons, beſides ſmall premiums per barrel, it is eſſentially requiſite that the Scottiſh fiſheries be put on an equal footing, which, allowing for the certainty and facility of the former, and the uncertainty, expence, and hazards of the latter, will require at the leaſt, a tonnage bounty of 40s. extending to all veſſels from 20 to 100 tons, beſides premiums on herrings exported, ſimilar to thoſe granted by Ireland.

22. That the adventurers be permitted to build veſſels on ſuch conſtructions as experience hath proved beſt adapted to the reſpective ſeas, ſhores, and modes of fiſhing, agreeable to a plan to be drawn up by the convention.

23. That all veſſels built and equipped after the Dutch manner, which ſhall clear out for the Shetland fiſhery in the proper ſeaſon, and which ſhall take and cure after the Dutch method, the rich high-flavoured herrings, for the European markets; and alſo follow the ſhoals without ceaſing in their emigrations ſouthward, and which ſhall continue the floating fiſhery without boats, from the 24th day of June (or ſooner if it ſhall be found expedient by the convention) to the 24th day of Auguſt, be intitled to an additional bounty of 20s. or 3l. per ton.

24. That all veſſels which ſhall engage to proſecute the herring and white fiſheries alternately through the whole year, be intitled to 3l. per ton.

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25. That all bounties be immediately paid to the reſpective claimants, or their order, on producing ſatisfactory vouchers or proofs of their having conformed, in all reſpects, to the intent and ſpirit of the law.

26. That all cuſtom-houſe fees, in whatever relates to fiſheries, be aboliſhed under a penalty.

27. That all boats or wherries properly equipped, and carrying 5 men and 1 or 2 boys or apprentices, which ſhall proſecute the floating and ground fiſhery during the uſual continuance of the herrings on their reſpective ſhores, be intitled to an annual bounty of 15l. per boat, upon producing vouchers as above ſtated.

28. That all ſuch boats or wherries, which ſhall proſecute the herring and white fiſheries alternately through the whole year, and whoſe crew ſhall not jointly or ſeverally occupy any lands beyond acres each; and ſhall not exerciſe any profeſſion or trade unconnected with the fiſheries, be intitled to an annual bounty of 20l.

29. In order to facilitate buſineſs, as well as to bring offenders more ſpeedily to juſtice, the owners of a fiſhing veſſel ſhall cauſe the name of ſuch veſſel, and the port to which ſhe belongs, to be cut in characters at leaſt 5 inches long, and one quarter of an inch deep, on the ſtern of the ſaid veſſel, the ſame to be painted with white lead and oil; as alſo on all boats and buoys belonging to the ſaid veſſel. And the collector ſhall cauſe a number to be added to ſuch names, which number ſhall be inſerted in the entry, and painted in like manner on the veſſel, and on the boats and buoys.

30. That the name of the ſkipper or maſter of each boat or wherry on the bounty, be cut, or painted in large characters, with white lead and oil, on the ſtern of ſaid boats, and the initial letters cut or painted on her oars and buoys.

31. That

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31. That no veſſel frequenting the fiſheries, be permitted to moor or ſhoot her nets at the entrance of the bays and creeks, thereby preventing the herrings from entering ſuch bays or openings; nor ſhould any perſon be allowed to lay long lines for taking of cod and ling acroſs the entrance of theſe bays.

33. No nets ſhould be ſhot or wet for taking herrings in the day-time.

32. A certain portion of the coaſt or beach ſhould be allotted for the various purpoſes of the herring and white fiſheries, exempted from all claims or ſhore dues whatever.

34. That a ſet of regulations, ſuch as are expedient and practicable, be drawn up by the convention, reſpecting the beſt modes of curing, packing, and marking, ſuited to each reſpective ſeaſon of the year, particularly the early Shetland fiſhery, in which the convention will be conſiderably aſſiſted by the Dutch laws. *See page* 257, *&c. alſo page* 391.

35. That the practice of curing in bulk, and the preſent mode of daunting, be cloſely inveſtigated, and the propriety or impropriety thereof, be clearly defined.

36. That the thickneſs of the barrels for the reſpective ſeaſons be determined; the age and quality of the wood ſpecified; and the duty upon European ſtaves remitted.

37. That the growth of willows be encouraged on fenny grounds, near water-carriage.

38. That as the preſent townleſs ſtate of the Weſt Highlands, renders the natives of that great ſeat of fiſheries utterly unable to conform to laws and regulations reſpecting ſalt; and as theſe laws, however mild or indulgent, will ever prove a barrier againſt the extenſion of the national fiſheries in general, it is ſubmitted to the convention whether it would not be expedient to ſubſtitute another object of revenue

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equivalent to the 13,000l. raiſed at preſent from ſalt, which in this caſe might be aboliſhed.

39. That the Scots, hitherto denied the uſe of Engliſh rock ſalt, though free to other nations, be allowed to import the ſame, on equal terms with Ireland.

40. That the convention be particularly attentive to the ſalt regulations, ſpecifying ſuch and ſuch kinds and qualities of ſalt, for ſuch and ſuch herrings and white fiſh, as on this depends in a great meaſure, the reputation of the Scottiſh fiſh, and the extenſion of the ſale at the European markets. The Dutch regulations on this head, as before ſtated, may be found uſeful.

41. The ſize and qualities of the nets, with the dimenſions of the meſhes, alſo merit particular attention.

42. The duty upon herrings for inland ſale in both kingdoms, though the net revenue ariſing therefrom is little more than a name, operates as a check to that branch, enhances the price double-fold to the labouring part of the community, and ought to be aboliſhed.

43. To the above particulars, I have to add various objects, which, though of a general nature, will contribute eſſentially to the proſperity of the fiſheries in all their varieties. They are matters of conſiderable expence, and can only be executed by means of the public revenue, or properly ſpeaking, by a loan from the public ſtock, which will be repaid in due time with ample intereſt. The firſt of theſe, is the propoſed communication between the Low Countries and the Weſt Highlands, by means of a canal from Lochfine to Loch Crinan, of a ſufficient depth for the largeſt buſſes when loaded, and drawing 12 feet water. *See page* 410.

44. Secondly, a navigable communication between Inverneſs and Fort William in the North

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Highlands, of the ſame depth, and for the ſame purpoſes. *See page* 422.

45. A line of 8 market-towns, built on the weſt coaſt of the main land, to ſerve as ſtorehouſes and marts, where the natives may buy and ſell, and enjoy all the privileges of Britiſh ſubjects.

46. Opening ſundry carriage-roads in Roſs-ſhire, from ſea to ſea, which may be done by the military at no great expence.

47. Erecting lighthouſes from the mull of Galloway along the whole weſtern coaſt to cape Wrath; from thence along the coaſt of the Pentland firth; at North Ronalſha, in the Orkneys, and Kinnaird's head, at the entrance of the Murray firth*. Beacons ſhould alſo be erected, and buoys fixed in the moſt neceſſary ſituations.

48. It would be expedient to ſtation 2 or more revenue cutters annually, on or before the beginning of June, at the Shetland iſles, furniſhed with fiſhing nets in order to attend the 2 diviſions of the herrings in their ſouthern progreſs along both ſides of the kingdom, to obſerve all their motions by ſinking the nets, and to give notice thereof to the inhabitants or fiſhers, that the buſſes may not be under the neceſſity, as heretofore, of wandering from place to place, to find out the ſhoals, by which much valuable time is loſt, and frequently the foreign markets. That ſuch veſſels ought to have ſignals for the purpoſe of giving notice, when met at ſea, of the direction the ſhoal is taking, its magnitude, and other particulars. That the ſaid veſſels make ſoundings and obſervations upon the coaſts, ſearch for fiſhing banks, and examine thoſe already diſcovered, in order to aſcertain the beſt fiſhing grounds†.

49. It

* The two laſt were recommended to the committee on the fiſheries, by that experienced navigator, Captain Kyd, commander of one of his majeſty's cutters on the northern ſtation.

† "It is to be remarked," ſays Mr. Travis of Scarborough, "that the fiſhermen ſeldom find any cod, fry, or other round fiſh, upon

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49. It would be expedient to authorize thoſe cutters to board any veſſel, or boat, upon the bounty, whether fiſhing in the open ſea or at anchor, with powers to examine into the number of men, and other particulars, of which an account might be tranſmitted annually to the commiſſioners of the cuſtoms.

50. The cutters ſhould alſo be empowered to maintain good order amongſt the fiſhers, to enforce the laws, take cognizance of treſpaſſes, whereby delinquents may be brought to juſtice, and expelled from the bounty fiſhery.

I ſhall cloſe this liſt of propoſitions, by recommending to your notice a ſubject on which the proſperity of the fiſheries greatly depends, though hitherto overlooked by political writers.

It is a melancholy truth, that two-thirds of the harbours, and conſequently many of the towns in Scotland, have fallen into decay.

That moſt of the inhabitants, inſtead of proſecuting fiſheries and coaſting trade with the vigour and perſeverance of their anceſtors, have ſunk into a ſtate of ſloth and indigence, become mere drones in ſociety, ſubſiſting upon a precarious illicit traffic in teas*, ſpirits

upon the Dogger-bank itſelf, but upon the ſloping edges and hollows contiguous to it. The top of the bank is covered with a barren ſhifting ſand, which affords them no ſubſiſtence, and the water on it, from its ſhallowneſs, is continually ſo agitated and broken, as to allow them no time to reſt. The flat-fiſh do not ſuffer the ſame inconvenience there; for when diſturbed by the motion of the ſea, they ſhelter themſelves in the ſand, and find variety of ſuitable food. It is true, the Dutch fiſh upon the Dogger-bank; but it is alſo true, they take little except ſoles, ſkates, thornbacks, plaiſe, &c. It is in the hollows between the Dogger and the Well-bank, that the cod are taken, which ſupply London market."

This important information ſhould ſtimulate cutters as well as fiſhing veſſels to explore the edges of the Long-forty's, Mar's bank, and the whole chain of banks on the weſtern coaſt.

* Tea is ſubject to a duty of 18 per cent. to which, if we add the expence of carriage and inſurance from London, with commiſſion

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ſpirits, tobacco—and the equally pernicious trade of receiving bribes, at the expiration of every 7 years, by which they are enabled to pay off old ſcores, and to drag through a miſerable exiſtence, unprofitable to their families and their country. I have made ſome progreſs on the ſubject of harbours, and I expect, in a ſhort time, to be poſſeſſed of the preſent ſtate of every harbour in the kingdom, with eſtimates of the expence in cleanſing, deepening, repairing or enlarging, where neceſſary.

Such, gentlemen, is the field in the maritime line, which demands attention. Your eſtabliſhment is amongſt the moſt antient in Europe; the powers delegated to you by the ſtates of the nation, ſince the middle of the 12th century, are almoſt unlimited in all matters relating to commerce, navigation, and fiſheries, of which you are the hereditary guardians. Though your eſtabliſhment ſunk to little more than a name under the depreſſion of your country, during theſe laſt 150 years, its invigorating powers ſtill exiſt, and may be called into action at the very firſt meeting of the convention. Your late ſpirited conduct relative to the enormous cuſtom-houſe fees, had a good effect; your memorial relative to the privilege of fiſhing on the coaſts of Ireland and the iſle of Man, brought the commiſſioners to their ſenſes, and humbled their pride, as appears by their late circular letter amongſt the fiſhers; but this ſelf-raiſed tribunal, this terror of ſlaves, ſeems ſtill inclined to diſpute every inch of ground with the antient and only legal commercial court of the nation. Though its pretenſions are ſpurious, its influence is great, and there lies the danger. It is evident, from re-

miſſion or profit laid upon it by the London agent or merchant; the whole will probably amount to 30 per cent. above the price paid to ſmugglers; but were the Eaſt India company diſpoſed to eſtabliſh warehouſes in Scotland, where teas might be ſold to ſhopkeepers at or near the London prices, they would thereby cruſh ſmuggling effectually.

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cent publications, that the ideas of theſe men reſpecting the fiſheries, are incompatible with the true intereſt of the Britiſh nation, which conſiſts in eſtabliſhing permanent extenſive fiſheries, by means of liberal bounties, to be renewed from time to time, as circumſtances ſhall require. This would immediately diffuſe a ſpirit of exertion and adventure upon every coaſt, firth, and lake of the kingdom. Boats and veſſels of every ſize, from 5 to 120 tons, would be immediately put on the ſtocks, while the old and the young would again reſume the various branches of net and canvas making. Theſe obſervations, gentlemen, are not the effuſions of idle ſpeculation; they are founded upon long obſervation, and ocular demonſtration. Eradicate, therefore, any impreſſions which ſpecious, florid and artful declamation may have made on your minds, and let reaſon and humanity ſupply their place.

In order that your deciſions on this important buſineſs may contain the ſenſe of the nation, it will be neceſſary to deviate in one inſtance, from the ſtrict rules of your conſtitution. Your body is compoſed of delegates from the royal boroughs, and none elſe. The revolutions that have happened ſince this regulation was framed, have greatly altered the face of the country, and the ſtate of the boroughs, in particular. Some ports are ſo greatly reduced, that they have ſcarcely a ſingle veſſel at ſea; while places which 100 years ago ſcarcely deſerved the name of villages, now carry on the principal fiſheries of the kingdom, as Greenock and Port Glaſgow. Other towns, as Saltcoats, Eymouth, Peterhead, and Cromarty, have alſo a claim to notice. It is therefore ſubmitted to your conſideration, whether to admit delegates from theſe places, with the liberty of voting on ſuch propoſitions as ſhall come before you. It is alſo ſubmitted to your conſideration, whether to admit repreſentatives from the Weſt Highlands, and Hebride iſles;

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which, though townleſs, are the principal ſeats of the fiſheries, and conſequently the natives have a natural right to be heard on ſubjects wherein they are ſo immediately concerned. If this indulgence ſhould be granted, a repreſentative from Oban on the main land, might be appointed; and alſo from Mull, Ilay, and Sky, nominated by the principal proprietor of each reſpective iſland.

This conduct would diſcover ſuch moderation and liberality of ſentiment, as could not fail of contributing to the ſucceſs of your applications to the legiſlature. Moreover, the ſubject of the fiſheries will be found more extenſive and perplexing in the diſcuſſion, than you at preſent foreſee, which renders the aſſiſtance of theſe men eſſentially neceſſary.

The impediments now exiſting, and the moſt eligible mode of granting public aid, being ſtated or ſettled, other objects will appear to your view, branching out from one another in a ſeeming endleſs chain of regulations, which muſt be adapted to the various ſeaſons and modes of each reſpective fiſhery. Many of theſe being new to Scotſmen, it will be neceſſary to appropriate one or two ſeaſons in experiments, the reſult of which will enable the convention to proceed on ſure ground in the framing a practicable ſyſtem of fiſhery laws, whereby their country will gradually riſe from its ruins, and again become reſpectable in Europe.

Extracts from a Petition and Memorial to the Right Honourable the Lords Commiſſioners of His Majeſty's Treaſury, from the General Convention of the Royal Boroughs of Scotland, September 1783; in Anſwer to a Petition of certain Officers of the Cuſtoms, and a Report of the Board of Cuſtoms at Edinburgh and their Inſpector, in June 1782. With Remarks.

"IN the port of Leith," ſays the Memorial, "which, with a few exceptions, is the moſt moderate in Scotland, the fees upon coals within the firth are now triple of the board's regulations in 1730. There are at that port alſo, beſides other variations, about 15 or 20 additional high fees eſtabliſhed for clerks, that were not known

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in 1742. Nor was the illegal and incredible oppreſſion of bonds and cockets, upon ſmall quantities of goods paſſing within the river, even under 5l. value, and at times by ferry-boats, practiſed there till very lately.

"At Borrowſtounneſs, the fee for a cocket on coals was only 2d. as ſtated in a table of fees, ſigned by the collector and comptroller of that port, and tranſmitted to the board of cuſtoms *anno* 1742. But this fee of 2d. is now raiſed to the extraordinary ſum of about 5s. excluſive of ſtamps, and 3 or 4 ſhillings more for ſufferances, coaſt-waiter, &c. Bonds and cockets, with high fees, have alſo been exacted on goods paſſing on the river Forth, down to the value of 30 or 40 ſhillings, though, by law, no fee at all can be taken on goods under 5l.

"A ſmall boat of 8 tons burden, carrying under 55 ſhillings value of coals for a few miles, in the ſame cuſtom-houſe diſtrict, within the river, was illegally ſubjected to bonds and cockets, for 34 trips in one year, 1780; the fees for which, with ſtamp-paper, amounted to about 20 per cent. of all the value of the coals ſhe carried, and nearly to the whole freight which the boat earned. Nay, ſuch is the rage for fees on the river Forth, and the indiſcretion of the officers, who it ſeems have been long without any controul in this reſpect, that in the 2 diſtricts on the head of the Forth, 50 miles above open ſea, they have ventured, without the leaſt ſhadow of lawful authority, to extort bonds and cockets, with high fees, even upon rafts of foreign wood, juſt after the duties on them were paid, for paſſing a few miles on or acroſs the river, to enter the canal for Glaſgow. And what may ſeem altogether incredible, one of theſe raft-bonds, for want of a certificate, was ſent to be put in ſuit in the Exchequer.

"Wool, that great raw material of our manufacture, which paſſes free in all rivers and firths, and even at many turnpikes in England, is loaded with exceſſive fees in paſſing at the upper ferries of the river; and what can ſcarcely be believed, at the narrow paſſage of Queen's ferry, about 40 miles above open ſea, theſe fees ſeem of late to be farmed to the innkeepers at the water ſide. They, without any diſpatch being given, levy a tax for the officers, at 8d. on each ſmall pack of 12 ſtone weight of wool, equal to the exorbitant ſum of about 6s. a ton, or 30l. on a ſingle 100 tons of this raw material. Even poor men and women, unable to hire horſes, have been compelled to pay a ſhare of this groſs impoſition for each load of wool carried on their backs."

Theſe, and other impoſitions, of which endleſs inſtances might be given, are contrary to the laws of Scotland, and deciſions of the courts, which poſitively ſay that all ferries are conſidered as high roads, and all goods paſſing the Forth in boats, are to be free, of which wool is particularly mentioned.

"At Aberdeen," ſays the memorial, "the fee on landing goods, from general veſſels coaſtways, was, by their own table in 1742, ſcarcely one farthing per barrel, which was itſelf unreaſonably high, but is now raiſed to a full penny ſterling, or 8d.

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per ton, amounting annually to a ſum equal to the whole land-tax of the city and its liberties. There is alſo at this port, an additional fee of about 18d. a ton on raw wool brought coaſtways. At Montroſe, Thurſo, and other ſmall ports, the fees are in general ſtill higher than at Aberdeen.

" Reports on ſmall veſſels from abroad in ballaſt, are not exacted at ſome great Engliſh ports, particularly at London and Yarmouth; and at ſome other ports, 6d. only is taken for ſuch reports; while in the firth of Forth the fees amount to 7, 10, and 16 ſhillings; and at ſome diſtant ports they are even higher. The fees alſo on reports of veſſels outwards, in the two countries, eſpecially with coals and corn, differ nearly in the ſame proportion.

" By the table annexed to the book of rates, the following article is twice narrated, under the head of Subſidy Outwards: '*For making and entering a tranſire or let-paſs, from port to port in Great Britain*, 6d.' and, under the head of Fees for Searchers and Waiters, '*Tranſires for the coaſt free.*' But at many of our ports, 1s. 6d. and in ſome places, 3s. and 5s. is exacted for ſuch tranſires, beſides a large fee to the ſhipping officer, or waiter, though prohibited, as above, and this upon trifling parcels of goods of ſmall value, within rivers; and 2 ſhillings is taken even on lime.

" *By the book of rates, coaſt ſufferance is to be given without fee*; and accordingly none is taken at London, and other Engliſh ports, whatever the value of the goods may be; but at Leith 6d. is taken for each ſufferance, and ſometimes to the number of 10 to 20 of them on a ſingle coaſting veſſel. At other ports, 1s. 1s. 6d. and ſometimes more, is exacted on each ſufferance.

" The fees for coals ſhipped here for London, are three times higher than what they are at Newcaſtle, on veſſels of far greater burden, and five or ſix times as high as what they are in England upon their exportation. Nay, there are inſtances, where the fees on ſmall veſſels with coals exported to Ireland, have equalled, and even ſometimes exceeded the king's duties.

" The fees on the exportation of corn alſo, by ſmall veſſels, amount, at ſeveral of our ports, to ſix times what the ſame buſineſs coſts at Yarmouth, and other great ports of England. Regular high fees are alſo taken at ſome or all of our ports, upon fiſh and ſalt, and on corn exported on bounties and on debentures, though directly prohibited by law.

" At the port of Dunbar near Edinburgh, in particular, the officers not only take high fees on fiſh, but have been known to force the ſame merchant into many different entries, cockets and debentures, upon ſingle ladings of corn exported on bounty; and, in defiance of law, to exact 5s. for each, upon paying, or certifying theſe debentures: ſo that the expence, beſides incredible trouble and delay, amounted to twenty times what the ſame buſineſs would have coſt at many Engliſh ports.

" In England the firths or navigable rivers are as free as high roads for every kind of home or foreign goods, and ſo were the

Scottiſh

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Scottiſh firths and rivers for ſome time after the union; but the officers have of late years, for their own gain, got all our rivers, with an exception of a ſmall part of the upper Clyde, conſidered as open ſea up to their firſt bridges, even where the rivers are not half a quarter of a mile broad, and in the caſe of the Forth, 60 miles above the real open ſea. Small parcels of home goods cannot paſs acroſs, or up and down ſuch rivers, for a mile or two; nor between the Glaſgow canal and the Forth, without an expence of 8, 10, 15s. or more, nearly the ſame as if they were full coaſting ladings going round the iſland; and many caſes have happened, where perſons have been forced to carry ſmall parcels of goods, ſuch as coals and ſeed corn, by land, and could not uſe the river or canal navigation with it, even in yawls, unleſs they ſubmitted to pay 30, 40, or 50 per cent. of the value in fees.

"The great article of coals and culm, which paſs free of fees in Engliſh rivers, is moſt illegally ſubjected on the river Forth, to an expence of about 10 per cent. on their original coſt, for fees; and in the lower Clyde, where the craft are ſmaller, [many of them poor Highland boats of 5 or 6 tons] to 10 or 15 per cent. beſides an incredible delay and waſte of time to the mariners and lightermen.—Of all theſe facts the convention has undoubted evidence. Indeed, the illegal oppreſſion upon coals carried within the firth of Forth eſpecially, is put beyond all doubt, by accounts recently delivered in by the officers themſelves, to the honourable houſe of commons. From theſe it appears, that the ſingle fees of the collector of Borrowſtounneſs, amount, on an average of three years, to 709l. annually, while thoſe of the collector, 2 cuſtomers, comptroller, 5 land-waiters, and of all the other officers of every denomination together, at the great port of Newcaſtle, including Howden Pans and North Shields, amount only to 793l. 6s. annually; although at the ſame time, the quantity of coals ſhipped in Newcaſtle diſtrict, is probably 30 times of that in Borrowſtounneſs. At Seatoun Sluice, and Blythe Nook, where perhaps near as many coals are ſhipped as at Borrowſtounneſs, the fees of the collector, and all the other officers together, amount only to 40l. 6s. annually. The fees of this collector of the little port of Borrowſtounneſs, alſo (ariſing chiefly from the illegal impoſition on coals) amount, by the ſame accounts laid before the houſe of commons, to 32l. annually more than thoſe of the collectors of the 3 great Scottiſh ports of Port Glaſgow, Leith, and Dundee, put together. Thoſe of the collector of the ſmall port of Alloa, where there is little trade but in coals, amount alſo annually to more than the collectors at Newcaſtle, and to near as much as the collectors at Port Glaſgow and Leith ſeparately draw in fees."

The revenue officers made a ſtout defence in a counter petition to the lords of the treaſury, ſupported by the board of commiſſioners of the cuſtoms at Edinburgh, who modeſtly report to their lordſhips, "That the fees now taken at the different ports of "Scotland, are ſufficiently eſtabliſhed by uſage, and that no innovation has been made in the time of any officer now employed

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"in the ſervice of the revenue under their management." (Though the then collector of the port of Leith, had been in office 40 years, the period in which moſt of theſe impoſitions had been made on the public) "That they have no information of inconvenience "ariſing from the continuation of the former practice."

"It appears," anſwered the convention, "from what has already been ſaid, that theſe aſſertions are founded on miſrepreſentation, to give them no worſe name; and what the board here recommends, is not only highly improper, but alſo illegal, and directly contrary to the ſtatute 8th of queen Anne, above recited. The ſubjecting the trade of the inland navigation with the river Forth, to bonds and cockets, ſeems to have proceeded from the board itſelf,—at leaſt an order for it was ſome years ago ſigned by their inſpector, to the officers at Glaſgow."

It alſo appears that the commiſſioners and the officers lately drew up a new table of fees for Scotland, and tranſmitted the ſame to the lords of the treaſury for their ſanction and approbation; on which table the convention make the following remarks.

"With regard to this *very ſingular table*; it may be obſerved in general, that were it adopted, the preſent rates of fees on the great foreign trade of Glaſgow and Leith, would be nearly quadrupled; and the great river trade of Glaſgow, between that city and Greenock, would be ſubjected to a very heavy new expence, beſides an incredible delay and inconvenience.

"In ſeveral particulars the fees would be triple, and in ſome inſtances ten times as much as are paid in England for ſimilar buſineſs; and in a great many inſtances, high fees would be payable on goods, which in the like ſituation are not charged with any at all in South Britain. But ſtill more, this table propoſes a variety of fees to be taken on different articles, which are particularly exempted from any, by poſitive ſtatutes.

"The book of rates contains the following article, under the head of Rules for the Ports in general, '*Fiſh by Britiſh, or Britiſh ſhipping or veſſels, inwards or outwards, or along the coaſts to pay no fees;*' and the ſame are prohibited on ſalt and corn, exported on bounty, by different ſtatutes. But this table contains regular articles for fees on ſalmon and herrings exported, and ſalt uſed in curing them; not ſatisfied with this, a let-paſs to England with ſalmon is ſtated by the officers in the table at 7s. 6d. though the book of rates has an article 'for making and entering 'a tranſpire, or let-paſs, from port to port in Great Britain, 6d.' So theſe officers would not only have a fee on fiſh, though directly prohibited by law, but would have fifteen times as much for a ſalmon let-paſs, or tranſire, as the law allows for one upon other goods really ſubject to fees.

"Again, a tranſire for coals, under 15 tons, within the river Forth, is ſtated at 1s. 6d. which is not only three times the legal rate upon other goods ſubject to fees upon the open coaſt, but is alſo directly againſt law; becauſe 15 tons of coals are not, at a medium, worth above 3l. and the law expreſsly prohibits any fees

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on goods under the value of 5l. not only by the ſtatutes eſtabliſhing fees, but by a particular article in the book of rates, under the head of Rules for the Ports in general, as follows: '*All 'goods under the value of 5l. in the book of rates, paying ſubſidy 'the ſum of 5s. or leſs, ſhall paſs, without payment of any fees.*'

The convention, after ſtating other articles to the ſame purport, obſerve, that "it would be endleſs to enter into the numberleſs abſurdities of this table, in making out of which, the officers have ſhewn either *the greateſt ignorance of, or diſregard to the law*, the orders of the ſovereign, of the houſe of commons, and of the former boards of treaſury. The convention cannot again avoid expreſſing their aſtoniſhment at theſe officers having the aſſurance to deſire your lordſhips ſanction to a table, in almoſt every article againſt law, and ſubverſive of the treaty of union [which enacts, that all regulations 'for *navigation, and carrying goods coaſt-'ways*,' ſhall be the ſame in Scotland as in England; and that the merchants and other perſons '*entitled to any benefits, allow-'ances, advantages or remedies, touching, or concerning any the 'cuſtoms in Scotland, ſhall have and enjoy the ſame in Scotland, as 'fully and amply, to all intents and purpoſes, as they may, or 'might, if the ſame were or aroſe in England.*' And the officers of the cuſtoms in Scotland are required to make and allow the ſame accordingly.] and that the aſſiſtant-ſecretary, and the inſpector of the cuſtoms here ſhould have ventured to ſign ſuch a table, which would never have been ſubmitted to in this country: They are ſtill more ſurpriſed, that this has been countenanced by the commiſſioners of the cuſtoms. Upon the whole the memorialiſts ſubmit the conſideration of this extraordinary buſineſs to your lordſhips wiſdom, without further comment, and they return to their other requiſition, founded on the treaty of union, and ſubſequent ſtatutes." Next follows the plan or out-lines of a new table of cuſtom-houſe fees, with other regulations, founded upon the laws now exiſting; which if complied with, will at once put an end to this iniquitous buſineſs, and reſcue that oppreſſed nation from the hands of unexampled avarice, and the illegal mandates of a ſelf-created legiſlature.'

The convention, among other tables, and comparative ſtatements of fees, have inſerted the following particular account, which we ſhall give verbatim, as a curioſity for the amuſement of the reader.

[Copy of an account ſent from Dunmore harbour.]

Fees at the little Port of Alloa on Coal Barks paſſing within the Firth, or even croſſing the Forth, 40 computed Miles above the Mouth, or Iſle of May.

N. B. *The river at Alloa is no wider than the Thames above Weſtminſter bridge.*

	£.	s.	d.
Sufferance to load,	0	1	0
Sending for ditto, and ferry to pay,	0	0	8
Bond,	0	4	3
Socket,	0	3	0
Carried over	0	8	11

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Brought over	0	8	11
Charges going to clear, and ferry,	0	1	2
Bondſman,	0	0	6
Shipping officer at Dunmore,	0	1	0
Total in Alloa diſtrict,	0	11	7
Sufferance to unload at Borowſtounneſs, 10 miles diſtant on the ſame river,	0	1	6
Certificate there, and return of bond,	0	1	6
Sending for ditto two expreſſes from Carron,	0	1	0
Land-waiter at Carron,	0	1	0
	0	16	7
Given on return at Alloa,	0	0	6
	0	17	1
N. B. If a boat of 10 tons, with beſt great coal of 5s per ton, the cargo is worth	2	10	0
If with chow coals, ditto	1	3	0
If with pan-wood, or culm, ditto	1	0	0
	4	13	0
The freight of 10 tons to Carron,	0	11	8
The average value of 10 tons,	1	11	0

So that the fees are above 150 per cent. of the freight, and 50 per cent. of the value of the cargo, and in all probability they would have been gradually raiſed to the full value of the cargo, in leſs than 20 years, notwithſtanding any tables to the contrary, had not the convention ſtepped forth in the cauſe of juſtice as well as humanity; and it is the univerſal wiſh of the kingdom, that this commercial court may perſevere with firmneſs, in procuring a new table of fees, agreeable to the laws of the realm, with penalties annexed to each treſpaſs, by bribes, connivance, or colluſion.

As the board of commiſſioners, inſtead of ſuppreſſing this obſtruction to inland commerce, ſeem to have taken an active part in favour of the perſons whom they have appointed to theſe offices, it is not to be wondered, if ſuſpicions unfavourable to that board ſhould be entertained by the public, though poſſibly, there may be no juſt grounds for the ſame. Had the cuſtom-houſe officers obſerved any degree of moderation in their demands upon inland and coaſting trade, they might have exacted their contributions with facility, and lived comfortably, with the good-will of their neighbours; but they knew not when to ſet bounds to their extortions; they loſt ſight of equity, and conſequently became hardened againſt ſhame; the reſult of all which is this: that by graſping after too much, they will probably loſe the greateſt part of thoſe exceſſive encroachments which they have too long enjoyed.

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At the ſame time, it is neceſſary to obſerve that, in Scotland, the ſalaries appointed for this claſs of men are inadequate to their ſtations, to the duties of their office, and inſufficient for the ſupport of their families, even with the greateſt œconomy. Many of them, eſpecially the collectors, are perſons of genteel families, liberal education, and rank with gentlemen; yet, ſtrange as it may ſeem, the general ſalaries allowed the collectors is only from 30 to 60l. per annum; and to the comptrollers from 20 to 40l.

Beſides the pernicious effects of this ill-judged œconomy, as before ſtated, the neceſſities of the revenue officers muſt, in many of the inferior ports, render them dependent for a livelihood on the very perſons, whoſe illicit practices they are officially bound to watch. Under ſuch circumſtances, it can be no matter of ſurprize, if bribery, colluſion and fraud ſhould frequently happen to the great injury of the revenue and the fair trader. Nor ſhould cuſtom-houſe officers be conſidered as ſingularly culpable for ſuch conduct. Place any other claſs of men in the ſame ſtations, under ſimilar circumſtances, and they will tread in the ſteps of their predeceſſors, with little or no variation: mankind of every ſtation of life being nearly alike, and governed by one ruling principle, *ſelf*, to which all other conſiderations are ſubſervient.

Reſpecting the ſpecific fees paid by perſons engaged in the weſtern herring fiſheries, the reader is referred to page 224 of this work; and underneath are the particulars of charges at Inverneſs on ſhipping a ſmall cargo of ſalmon, at the little port of Findhorn, on the Murray firth, copied from the third report of the committee of the houſe of commons on the fiſheries. Page 311, viz.

	£.	s.	d.
Report, &c. outwards, —— ——	1	6	0
Surveyor, and indorſing cocket, —— ——	0	5	0
Land-ſurveyors and land-waiters fees, at 1d. each per barrel, —— —— ——	2	10	0
Their riding charge from Inverneſs to Findhorn, the place of ſhipping cargo, —— ——	2	2	0
Entertainment when there——An article we dare not queſtion, without incurring their diſpleaſure, and of courſe trouble, —— —— ——	2	3	9
Tide-waiter at Findhorn, —— ——	0	5	0
Collector's, comptroller's fees for the debenture at 1½d. per barrel, with 5s. to the clerk, ——	2	2	6
	10	14	3

Copy of expence on ſhipping one ton of ling fiſh and two barrels of ſalmon for Cadiz, March, 1784.

Fees at loading coaſtways from Stronaway, ——	0	3	0
Entry, cocket, land-waiter, and ſurveyor, ——	0	16	6
Collector and comptroller on being paid the debenture,	0	2	6
Land-waiter, —— —— ——	0	2	6
	1	4	6

Charges

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Charges on 24 barrels of herrings, value 27l. 12s. ſhipped at the weſt end of the Glaſgow canal, for Borrowſtounneſs at the eaſt end, viz.

Bond 9s. ſurveyors 2s. 6d.		0	11 6
Cuſtom-houſe fees at Borrowſtounneſs,		0	4 0
Cancelling the bond,		0	0 6
		0	16 0

In conſequence of theſe, and ſimilar complaints from all parts of Scotland, many abuſes have been lately reformed by legiſlative authority; the cuſtom-houſe officers are allowed an additional ſalary, in lieu of oppreſſive fees, but it has been diſcovered that ſome of theſe men, ſtill receive fees by ſly and indirect means.

A complete ſtatement of all the late amendments in the fiſhery laws is given in my Tour through the Highlands of Scotland, and the Hebride Iſles, in 1786. In the ſame volume I have alſo ſpecified the moſt eligible ſituations for erecting fiſhing towns on the iſlands as well as on the main land. Three of the places therein recommended have been adopted by the *Britiſh Society for extending the fiſheries, and improving the ſea coaſts of the kingdom.* The ſtations are, Ullapool in Lochbroom, on the weſt coaſt of Roſsſhire, Tobermory in the iſland of Mull, Argyleſhire, and Loch Bay in the iſland of Skye, and ſhire of Inverneſs. I have alſo given a brief narrative of the origin of that ſociety, with other matters, intereſting to the public in general, and to the people of the Highlands in particular. The work in which I am at preſent engaged, viz. the Geography, Topography, Natural Hiſtory, and Pictureſque Scenery of Scotland, will, if life permit, afford me, ſome years hence, another opportunity of continuing the narrative to that time.

FINIS.

ERRATA.

Page	line	
32,	22,	*for* proviſion, *read* proviſions.
55,	9,	*for* was, *r.* were.
78,	40-41,	*for* Lock, *r.* Loch.
79,	25,	*for* commiſſioners, *r.* commiſſioner.
81,	23,	*for* 82 *r.* 80.
84,	37,	*for* numbers *r.* number.
110,	25,	*for* them however, *r.* them, may however.
120,	24,	*for* Shuma, *r.* Shuna.
129,	26,	*for* dina, *r.* dinna.
129,	30,	*for* fortues, *r.* fortunes.
133,	37,	*for* murders, *r.* murder.
136,	36,	*for* and, *r.* an.
138,	3,	*for* Dunnot, *r.* Dungſby.
144,	8,	*for* be, *r.* beſides.
167,	31,	*for* 1777, *r.* 1677.
270,	34,	*for* jumping, *r.* by jumping.
348,	21,	*for* prewent, *r.* prevent.
349,	28, 31, 33, 35,	*for* curve, *r.* cruive.
403,	9,	*for* on, *r.* no.
409,	11,	*for* run, *r.* runs.
414,	34,	*for* Nidan, *r.* Ridan.
441,	18,	*for* Iſland, *r.* Iſlands.
457,	2,	*for* Glenalk, *r.* Glenelg.
528,	35,	*for* meeckle, *r.* meekle.
569,	36,	*read* weſt longitude.

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