

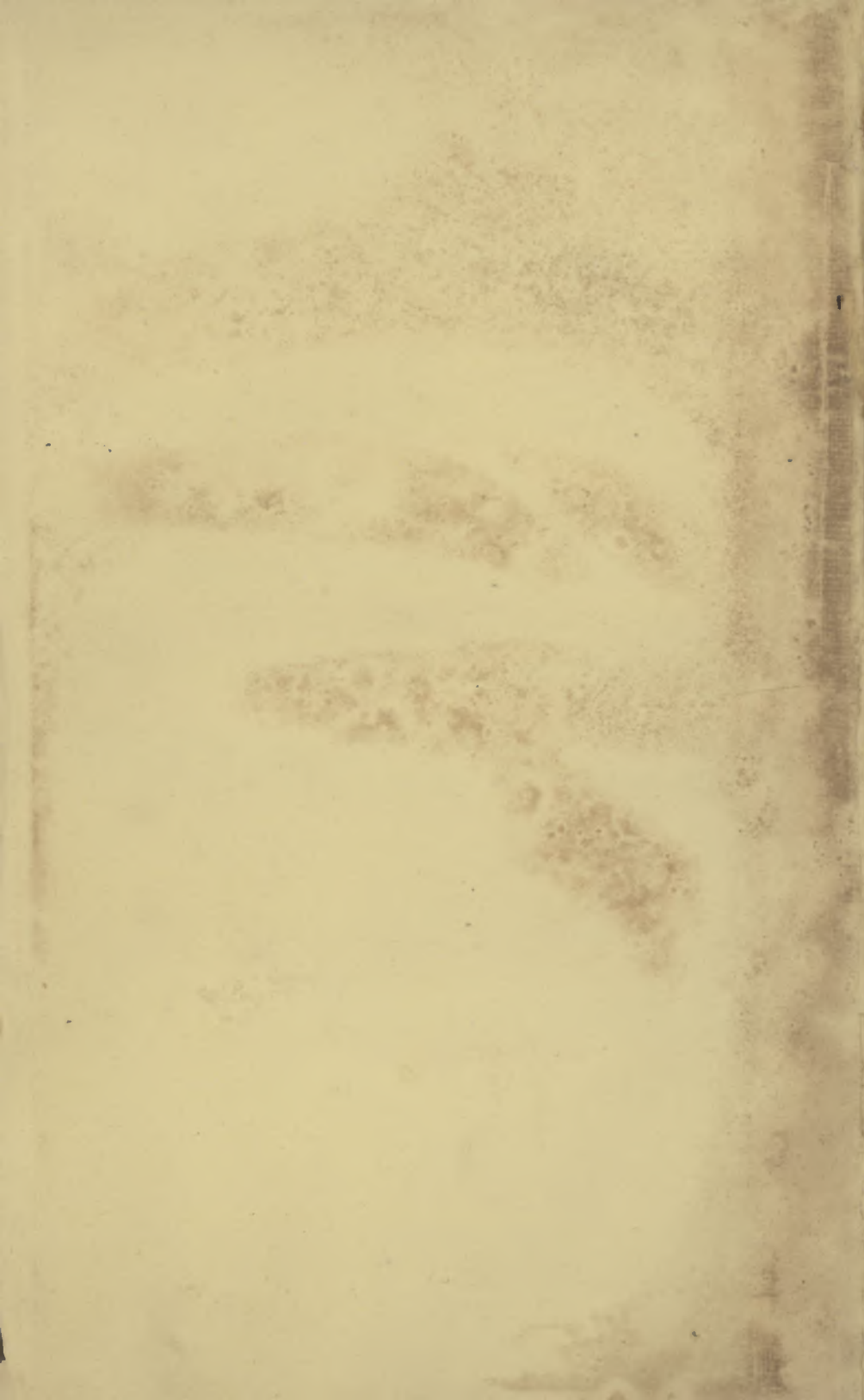


Benjamin C. Clevora





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S. 102





Edo E Wengorovius

31. d' Outubro 1863.

offerece ao seu amigo  
o Almoço de Quarta d'olio  
em 4 de Novembro de 1860  
como pequena prova de  
sincera estima que lhe dedica.



OFERTA



THE

OLIVEIRA PRIZE-ESSAY

ON

PORTUGAL: *Ref. 138657*

WITH

THE EVIDENCE REGARDING THAT COUNTRY TAKEN BEFORE A COMMITTEE OF THE HOUSE OF COMMONS IN MAY, 1852;

AND

THE AUTHOR'S SURVEYS OF THE WINE-DISTRICTS OF THE ALTO-DOURO,

AS ADOPTED AND PUBLISHED BY ORDER OF THE HOUSE OF COMMONS.

TOGETHER WITH

A STATISTICAL COMPARISON OF THE RESOURCES AND COMMERCE OF GREAT-BRITAIN AND PORTUGAL.

BY

*Jos.<sup>o</sup> James Porrettet.*

(C. . . R. . . F. . .)

WINE-GROWER IN THE ALTO-DOURO.

"Je dirai ce que je pense des affaires: je tâcherai autant qu'il est en moi, de donner à la nation conscience de son état: de la relever dans sa propre estime, et aux yeux de l'étranger."  
— *La Revolution Sociale.*

"Espero com esta pequena memoria despertar a actividade adormecida, e dirigir com segurança, e economia a industria publica, e particular."—*Joze Bonifacio d' Andrade.*

London:

JOHN WEALE, 59, HIGH HOLBORN.

JOHN MENZIES, EDINBURGH: COUTINHO, OPORTO.

M.DCCC.LIII.





1843

WILLIAM WILSON

WILLIAM WILSON

WILLIAM WILSON

WILLIAM WILSON

HUGHES, PRINTER,  
KING'S HEAD COURT, GOUGH SQUARE.

*William Wilson*

WILLIAM WILSON

WILLIAM WILSON

WILLIAM WILSON

WILLIAM WILSON

WILLIAM WILSON

## TO THE READER.

THE "Oliveira Prize" having been awarded to us for our humble Essay on Portugal, we have been requested to revise the pamphlet previous to publication, omitting certain passages contained in it, on the ground that the changes, for which we had combated, have already been effected.

We sincerely rejoice that the exertions made by us for many years past in favour of liberal principles, and of the abolition of monopoly (to which reference was made in our Essay), should have found favour in Portugal; and that in the particular point in question, viz., the Oporto Wine-Company Monopoly, we need have no further anxiety or trouble: but as the restrictive proceedings of that Royal Corporation swayed the interests of one-half of the Portuguese community, our observations naturally took their tone accordingly; and we do not very well see how we could publish the Essay at all, if the chapter, to which the others refer, were to be suppressed.

We have submitted our views to Mr. d'Oliveira, and

with that gentleman's sanction, we have taken upon ourselves to publish *the* work in its integrity, so as to show what was the state of Portugal at the time we wrote: adding, through the medium of Notes, such matter as we had not then at hand, with an account of the changes that have taken place in the country during the past year. Additional Statisticks will likewise be found in the Appendix; as well as a short Memoir of our excellent friend, through whose advertisement we were induced to enter the lists.

*Reform Club, July, 1853,  
London.*



## ADVERTISEMENT.

---

*A Premium of Fifty Guineas for an ESSAY ON PORTUGAL, in connection with the Objects of the Great Exhibition, offered by BENJAMIN OLIVEIRA, Esq., F.R.S.*

---

### JUDGES:

The Right Hon. CHARLES TENNYSON D'EYNCOURT, of H. M. Most Honourable Privy Council, M. P., F. R. S.

Sir FREDERICK MADDEN, K. H., F. R. S., Keeper of Manuscripts, British Museum.

Col. SYKES, F. R. S., East India Director.

Rear-Admiral Sir GEORGE SARTORIUS, Viscount Piedade.

JOHN PETER GASSIOT, Esq., F. R. S.

JAMES O. HALLIWELL, Esq., F. R. S.

---

The Essay should embrace the following Points:

The Capabilities of Portugal for Consuming the Manufactures of Great Britain—Impediments thereto arising from the Restrictive Policy of the Government of Lisbon—Treaty Engagements—Want of Roads and Internal Communications—Deficiency of Information in the Country generally upon Commercial and Manufacturing Questions, or other causes.

The Effect of the present High Duties on the Wines of Portugal imported into Great-Britain upon the Consumption of those Wines, and the Probable Effect that would result from a Reduction of Duty—General Remarks upon the Agricultural Produce of Portugal—Varieties of her Wines, Fruits, and Cereal Produce, their Cultivation, Cost, and Qualities.

The Advantages to be obtained in a Commercial Point of View by a Reciprocal Reduction of Import Duties.

The Effect of Railroads in the Kingdom of Portugal as means of developing the Resources of the Country, and increasing the Demand for her Productions.

The Bearing of these Enquiries upon the Principle of Free-Trade—and drawing together the Friendly Relations between Great Britain and her most ancient Ally.

---

The object Mr. OLIVEIRA has in view, in offering this premium, is to promote commercial and agricultural enterprise in connection with the design of the Great Exhibition with reference to Portugal, a country abounding in riches of various kinds so little known—to direct the attention of enterprising individuals to that Country,

and thus invite the Government of H. M. F. Majesty to open negotiations for a Treaty based upon the principles of Free-Trade.

Mr. OLIVEIRA proposes to give the premium in cash, or in a gold medal of equal value, at the option of the successful competitor.

The last day of October, 1852, is fixed upon as the limit within which manuscripts must be sent in. It is further proposed that a selection of the manuscripts be made, and the copyright of them disposed of and published with the name of each essayist attached, and the net proceeds rateably allotted to the writers.

In forwarding the manuscripts they should have a motto on the title-page, and an envelope accompanying them having a corresponding motto outside, and the author's name within. The envelopes, having the names of the writers, will not be opened until the judges' award is given.

The second and third in merit to receive a silver medal.

The Essays may be forwarded direct to B. OLIVEIRA, Esq., at No. 8, Upper Hyde Park Street.

## FIRST PRIZE.

---

(Copy.)

London, 8, Upper Hyde Park Street,  
16th April, 1853.

Sir,

Pursuant to the conditions contained in my offer of FIFTY GUINEAS for an Essay upon Portugal (a copy of which I enclose for your information), I have to acquaint you that the Judges met at my house this day, (John McGregor, M. P. and Gordon H. Gyll being substituted for Admiral Sir George Sartorius and Sir F. Madden,) when they unanimously agreed to the Report of which I beg to give you a copy annexed.

As by this decision you are entitled to the FIRST PRIZE of FIFTY GUINEAS, I beg to acquaint you that I hold that sum at your disposal, which be pleased to tell me how and to whom I should pay it. I beg further to apprise you, that when the medal is prepared I will direct one to be forwarded to you, containing your name and the award of the Judges.

With reference to the publication of the Essays, I would suggest that you should, at your early convenience, intimate to me whether you desire to revise and correct it before it goes to the publisher.

Permit me to thank you for the trouble and ability you have displayed in promoting a work which I feel assured cannot fail to have a favourable influence upon the welfare of a country with which I have, from family ties, as well as from personal feelings, so much sympathy.

I am, Sir,

Your obedient Servant,

(Signed)

BENJAMIN D'OLIVEIRA.

To Joseph James Forrester, Esq.,  
Oporto; and 76, Mark Lane, London.



## DECISION OF THE JUDGES.

*Present, at No. 8, Upper Hyde Park Street, 16th April, 1853,*

At a Meeting of the Judges :

Mr. GASSIOT,  
Colonel SYKES,  
Mr. GORDON GYLL,  
Mr. J. M<sup>c</sup>GREGOR, M. P. (Glasgow) :

Read the following Opinions of the Referees upon the Essays submitted for the Premium of Fifty Guineas offered by Mr. OLIVEIRA, M. P. :

Mr. GASSIOT, Mr. GYLL, Colonel SYKES, and Mr. M<sup>c</sup>GREGOR, together with a letter from Mr. HALLIWELL ; and the Opinions having been found unanimously in favour of the Essay numbered 4, with the initials C. . R. . . † . . — it was resolved that the Premium be awarded to the Author of that Essay, and, upon opening the sealed envelope, it was found to be JOSEPH JAMES FORRESTER, Esq., of Oporto and London.

The Judges beg to suggest to Mr. OLIVEIRA, that as all the Essays have considerable merit and contain useful information, it would be desirable to effect their publication. Mr. OLIVEIRA having acquiesced in this suggestion, intimated his intention,—in testimony of his appreciation of the Merit of the Essays,—to offer to each Author a Medal in commemoration of their labours ; and with a view to ascertain the names of the respective Authors, their sealed envelopes were opened by the Judges :

No. 1.—DANIEL DE SILVA PEREIRA E CUNHA, of Fundão.

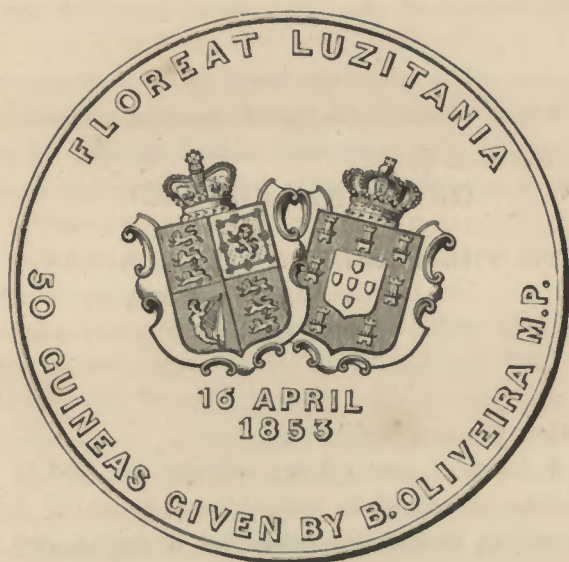
No. 2.—Dr. J. WHITEHEAD, 154, New Bond Street.

No. 3.—Dr. WILLIAM BELL, Doctor of Philosophy, 17, Gower Place, Euston Square.

To whom accordingly Medals will be awarded.

W. H. SYKES.  
J. P. GASSIOT.  
J. M<sup>c</sup>GREGOR.  
GORDON GYLL.

*Present, B. OLIVEIRA.*



PRIZE ESSAY ON  
PORTUGAL  
*Joseph James Forrester,*  
JUDGES

R<sup>T</sup> HON. C. TENNYSON D'EYNCOURT P.C.

JOHN M<sup>C</sup>GREGOR M.P.

JOHN P. GASSIOT F.R.S.

ADMIRAL SIR GEORGE SARTORIUS.

J. O. HALLIWELL. F.R.S.

GORDON W. GYLL.

COL. SYKES, F.R.S.

15<sup>s</sup> PRIZE.

ORIGINAL PREFACE  
TO THE JUDGES OF THIS ESSAY.

---

Right Hon. Sirs and Gentlemen,

A doctor of great culinary notoriety was wont to declare that whenever he wished to make himself acquainted with any particular subject, he forthwith determined to write a book on the same.

Now, although for many reasons I was anxious to know something of Portugal, the old adage of "mine adversary" and "a book" stared me in the face, and I could hardly have conceived the probability of my being induced, at my advanced age, to rush into print; at all events, not on such an unknown or *unfashionable* country as Portugal. The circular of Benjamin d'Oliveira, Esquire, however, (a Fellow-Fellow of some of our pet societies and institutions,) at once resolved me to enter the lists, and not only to win his money, but also to afford him an opportunity of drawing sundry and divers corks of his far-famed *Tojal*, *Ribeiro Secco*, and *Palhetinho*, on the occasion of the banquet that he doubtless would give to the Essayists, on the distribution of the premiums.

An Essay! to contain twelve mortal chapters (so beautifully selected that each might fill a volume), and for the completion of the whole of which barely six months have been allowed! Well, I do not complain of this. The conception was a philanthropic one; and I do most sincerely hope that my excellent friend's noble desire to cement more closely the friendly relations between Great-

Britain and her "most ancient Ally" may be crowned with perfect success.

I have partaken of his bread and eaten of his salt. I have pledged him in many a 'loving cup;' and I fancied that by accepting his challenge I might throw some little additional interest over the novel theme proposed, as well as, perhaps, do some little service to Portugal.

The difficulty under which I laboured was, how to begin, and from what source I might derive information.

Alas! mine was a hopeless case; so few authors having occupied themselves on the subject. Some thirty years ago, Balbi published his able works on Portugal; but *he* wrote of times past!—I was called upon to write of times present, and of times to come!

Our own famed M<sup>c</sup>Gregor and M<sup>c</sup>Cullagh could not materially assist me on the precise subjects prescribed in the prospectus. Owen, Glascock, Napier, and others have given us a narrative of the Siege of Oporto. Count Raczynski (the noble author of 'l'Art Modern') wrote on the Fine Arts of Portugal. Forrester has told us about Port-Wine; and the Margens of the Douro. Murray, amongst his excellent Hand-books . . . . . but no! I am in error—in that collection I believe the name of Portugal is not even mentioned.

Of course I felt myself entitled to make every use of all the works within my reach—but I soon found how little I could gather from them to help me in the study of the several points required to be embraced in the Essay.

Again and again I asked myself, what was to be done? I remembered me of times gone by—and, despite my grey hairs, fancied myself young again.

I determined that I would write the Essay, and that I would do so *in Portugal itself*.

Fifty guineas was the premium offered; and fifty guineas would just about cover travelling expenses. I therefore lost no time, but procuring Herries' notes to the full amount, took out my passport from my friend Consul-General Vanzeller, ordered a bran-new 'Nieoll,'



and a most verdant 'wide-awake,'—carefully locked-up my razors (for no *gentleman* ever thinks of using such things abroad)—charged my octogenarian housekeeper to be mindful of my coals in my absence, and that she should neither thumb my books, nor allow my brother benchers to make free with my cellar, — and then, taking the train to Southampton, on the 17th April embarked on board the Peninsular and Oriental Steam Navigation Company's ship 'Montrose,' (James Bowen, commander, and Lieut. James Inglis, R. N., Admiralty agent,—both splendid fellows,) I got under weigh at 2 p. m. of that day, and five days afterwards found myself quietly enjoying my *doudheen* in the balcony of the Bragança Hotel, Lisbon, with the lovely Tagus before me.

Matters now became serious. I was "fairly in for it." There was no retreat until the work should be done. That work I prepared to commence in good earnest; and, exciseman-like, with an ink-horn at my button-hole, I commenced my "rounds" through the country, dotting down my notes by the way, from which the following very imperfect Essay has been hastily composed.

I have the honour to remain,  
Right Honourable Sirs and Gentlemen,  
Your most obedient humble Servant,

LE CHEVALIER ROSE-CROIX.

Essex Court, Temple,  
27th September, 1852.

“La civilisation demande le développement de la vie individuelle, de la vie intérieure, le développement de l'homme lui même, de ses facultés, de ses sentimens, de ses idées.”

“L'idée du progrès, du développement, me paraît être l'idée fondamentale contenue sous le mot de civilisation.”

*Guizot, sur Civilization.*



## P R E F A C E.

IN this age, when the nations of the globe are mutually anxious to be known to each other,—when all manifest their anxiety, either through the medium of the press—through the rapidity and multiplicity of communications—or through the continual connection of commercial transactions, to unite, to be fused into one family, one grand community;—when Great-Britain, hitherto regarded as the greatest mercantile nation in the world, may in the course of a few short years have to cede its position to a country in another hemisphere, New York and the United States, instead of London, becoming the commercial centre of the globe,—when the *tone* can no longer be given to a people by arbitrary or despotick rule,—when nations thirst for education and enlightenment in lieu of war and bloodshed,—Portugal, opposed to all the laws and conveniences of international sociability, seems to exist forgotten or overlooked in a corner of Europe; and by its inertness to have abandoned or abdicated that throne with which in other ages it shone resplendent in the congress of nations.

The once giantick power has fallen into the ignominious condition of unmerited obscurity. She who was the first to embark in the daring expeditions of an altogether warlike and chivalrick civilization, now rests passive and indolent in the modern but universal crusade,—indifferent



as to whether her people embrace the great cause of industrial civilization or not.

Iron wielded by her hand oft triumphed in the field of battle; but, now! that hand, evidently stayed or paralyzed by civil strife and political feuds, is unwilling or unable to convert the metal into the engine of pacific victories,—the iron of labour.

She ploughed the ocean with her fleets, and traced upon it new routes to conquest. On that ocean now her flag is seldom seen, while thousands of foreign ships occupying its place, convert Portugal into one universal *dépôt* for their manufactures and produce.

Portugal is almost unknown in those countries where civilization is so advanced that there is no time to look back on those who have remained two centuries behind.

Great-Britain herself, with whom Portugal for ages has lived in the closest commercial and political compact and relation, is very far from being acquainted even superficially with the treasures, the resources, the natural wonders of the Portuguese soil.

If many of the natives themselves are ignorant of what respects their country, it is not to be wondered at that the name of Portugal sounds in the ears of foreigners as a term that hardly exists in the vocabulary of civilization.

How is Portugal to be made known to strangers? Will it be by its numerous communications abroad? Such communications are very limited. Will it be by its immense commercial relations? Portugal is no longer the grand emporium of other days, to which foreigners flocked in vast numbers. Will it be by the statistical works on the kingdom? Many years have elapsed since Balbi compiled his curious account of the country. Civilization,

however slow in Portugal, is always increasing. Like the hour-hand, *there* it moves imperceptibly—while, in other parts of Europe, the minute-hand indicates the rapidity of its progress. And even were there no advancement in civilization, the hand of time alone were enough to change in a few years the whole face of the country.

On this account, Portugal, described by Balbi, and whose statisticks some other writers have followed, affords a very imperfect picture of Portugal at the present time.

If Portugal can be described as she really is, great benefit will result to the entire country, and also to the foreigners who are commercially connected with it.

As a proof of how little England knows of the resources of Portugal, and of the immense production of which it is susceptible, suffice it to mention, that before a Special Committee of the House of Commons on the Wine Duties, lately holden, it was given in evidence, that in the event of such projected reduction taking place, neither the whole of the legal demarcations of the Alto-Douro, nor the entire country, would be able to supply the probable increased demand for the wines of Portugal!

The commerce of the Minho is in progressive decadence, owing to the true principles of mercantile interest being altogether unknown in Portugal, and to a desire to evade the evident and civilizing doctrines, if not of free-trade, at all events of a more enlightened policy, by preserving in full vigour those most odious restrictions which were called into force under extraordinary circumstances in a by-gone era.

We will not, therefore, speak of Minho wines; but ask, who does not know that the precious wines of Estre-

madura are not exported to the extent they deserve, owing to their superlative qualities not being, as yet, known in the market of the principal consumers of Portuguese produce? Even the Alem-Tejo (known better as a granary than as a wine *adega*) and the Algarve (certainly unknown as a wine-district) might both be made to become essentially wine-growing provinces. If we except the delicious Muscat of St. Ubes (Setubal), we may say that as to the wine resources of Portugal, south of Lisbon, little or nothing is known even to the Portuguese themselves.

Could not the country give a new and vigorous impulse to the production of corn and oil? Could not these two articles of necessity, which are hardly sufficient for home consumption, through an improved system of agriculture be progressively increased in quantity for exportation, in order to counterbalance the amount of foreign importations? What immense sums are not paid annually to foreigners for articles that Portugal might herself produce? What quantities of raw materials does not Portugal import, and most of which might be derived from Portuguese soil, if the inhabitants would avail themselves of the natural riches they possess?

Statisticks, which are almost unknown in Portugal, cannot reply, as in other countries, to our interrogations. But if their eloquent algorisms could speak here, they would display the lamentable proportion of uncultivated to cultivated lands that exists in the country of the Affonsos.

In Portugal, nature, free and unshackled from all the trammels of industry, exercises its devastating power,— here by covering the once fertile fields with sand-drifts, and the destruction of every kind of husbandry,— there by the current of rivers, which, not made available for



navigation, and abandoned to the natural laws of their own free course, year after year leave their bed, and, overflowing their banks, devastate the country around. Nature, too, is the only engineer of the ports, bars, moles of Portugal. It is nature that causes the accumulation of the dangerous banks at the entrance of the harbours,—that determines the force and the direction of the currents,—that renders the passage of the bars easy or difficult,—and practicable or impracticable the navigation of the rivers. And nature in Portugal meets no check to its power—the simplest and least expensive improvements of the bars most famed for maritime disasters have not as yet been realized.

Notwithstanding that for many years past so much has been said on the necessity of improving the internal communications of Portugal,—notwithstanding the magnificent projects for publick works, and the impotent exertions of statesmen, the roads in Portugal denounce an anachronick civilization, and are daily impeding the country's progression, which so essentially depends on the rapidity and convenience of travelling.

And has the country no resources with which to remedy the evil? An abundance of excellent and cheap materials for roads, bridges, and viaducts, lies at every step!

The once delightful and beautiful climate of Portugal is, in many parts of the kingdom, becoming not only insalubrious, but actually pestiferous, from the marshes and stagnant waters that exist in every direction, and which produce an infected atmosphere that might otherwise be perfumed with the purifying aroma of the richest vegetation.

Portugal labours under immense and most serious



disadvantages, almost unknown or despised. Let us endeavour to acquaint ourselves with them, and profit by the knowledge.

Such has been the language of which we have made use throughout Portugal itself, and such is the language with which we open our Essay. If the manifestation of truth and the narration of facts offend the susceptibility of a few Portuguese protectionist politicians or anti-civilizationists, we would remind them that "until now the true civilization of Portugal has been sacrificed to the rancour of party politics;"\* and that we would not have Portugal any longer compared to a "grand nombre de petites républiques aristocratiques, où les sujets ont été ainsi traité comme des troupeaux — bien tenus et matériellement heureux, mais sans activité intellectuelle et morale." To the majority of the Portuguese nation, we must trust that the disinterestedness of our motives, the absence of any wish or intention to give offence, and the expression of our frank and liberal sentiments for their good, will not be altogether unacceptable.

The patriotick CLAUDIO ADRIANO DA COSTA, in 1846, founded a 'League' for the purpose of promoting the material interests of the country. These Leaguers, composed of the representatives of every town in the kingdom, assembled in Lisbon, and when about to effect that good for the country for which the League was established, the Government refused their sanction to a continuance of the meetings. Fortunately, now there is no longer a 'Ley das rollhas,' an Inquisition, or Committee of Censure, to restrain the press,—and Senhor Claudio still continues to proclaim

\* "Até hoje a verdadeira civilização de Portugal tem sido sacrificada aos rancores das parcialidades politicas."

aloud the necessity of his country's progressing with the stream of civilization of the age, and of improving the condition and promoting the general welfare of the Portuguese people.

The Councillor AYRES DE SA' NOGUEIRA, (brother to our noble and gallant friend Viscount de Sá Bandeira,) has established an Agricultural Society, over which His Majesty El Rei Dom Fernando periodically presides.

Many liberal men are also intimately connected with the present Administration in Portugal, and are pledged to exert their talents and their energies for their country's good. We will hope, therefore, that brighter days are dawning upon Portugal,—that the Government may be stable, and civil wars at an end.

In Great-Britain we have immense wealth, but which, if not buried, lies unemployed. By describing the hidden treasures of our oldest Ally, we shall doubtless be able to point out various means of employing capital to great and manifest advantage,—and thus, we trust, we may perform a not unimportant service to both. We shall adopt no useless display of language,—neither shall we attempt to write a 'book,'—preferring rather that each chapter of our humble Essay may form the groundwork from which future volumes, written by abler pens than ours, may spring.

We have been promised information from various quarters, but we regret to say that we have not as yet received, or been able to obtain, the data upon which we had confidently reckoned; we must, however, return our most sincere thanks for contributions received from the following, viz.

To Senhor CLAUDIO ADRIANO DA COSTA,  
for the decision of the Jury, or Commission of Enquiry

into the state of the cultivation of oil, wool, and flax in Portugal.

To their Excellencies the Civil Governors of Oporto and Vizeu, for some statisticks on those districts; but which, not having been able to procure similar information regarding the rest of the kingdom, we cannot at present make available.

To Senhor CAETANO JOZE ALVES D'ARAÚJO, for some interesting reflections on the present state of the Alem-Tejo.

To their Excellencies Marshal DUKE DE SALDANHA, Prime Minister, and RODRIGO DA FONSECA MAGALHÃES, Minister of the Interior, for a copy of the Government Statisticks, or 'Mappas Geraes Commercias' de 1848, together with the Minister's own 'Relatorio' of 1851 and 1852.

To our old and much valued friends, their Excellencies MANOEL DA SILVA PASSOS, and JOSE DA SILVA PASSOS (ex-Vice-President of the Junta of Oporto), for the free use of various Portuguese works which we found it requisite to consult.

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# THE OLIVEIRA PRIZE-ESSAY

ON

## PORTUGAL.

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### CHAPTER I.

#### THE PORTUGUESE AS A PEOPLE.

- I. THE HIGHER CLASSES.      II. THE MIDDLE CLASSES.  
III. THE SO-TERMED LOWER CLASSES.
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#### THE NOBILITY AND HIGHER CLASSES GENERALLY.

MANY wonderful changes have taken place, even during the last half century, in the affairs of Portugal, but none greater than those which resulted from the civil war between the Miguelites (or Legitimists) and the Pedroites (or Constitutionalists), as the two parties are respectively denominated.

The accession of El Rei Don Miguel to the throne expatriated thousands of families and individuals of the liberal party: the convention of Evora Monte brought back these, but caused even a greater number of Miguelites (principally of the old nobility and wealthiest proprietors) to prefer exile to the sacrificing of their principles. Subsequently many of these nobles and proprietors have returned to their native country; but their sentiments remain unchanged, and a new generation partakes of their parents' convictions.

The Miguelites take no part in modern politicks, but remain in dignified seclusion, patiently waiting what changes may yet take place in their behalf.

The Revolution of 1832, which placed Her Most Faithful



Majesty Dona Maria II. on the throne of Portugal, brought into note extraordinary characters, who, if they were not celebrated for their heraldick bearings and *sangue azul* (blue blood), were at all events so for their courage, perseverance, and vigorous talent. These personages rose step by step until they occupied, greatly to their own honour, the highest posts under the Crown.

Revolution after revolution succeeded the restoration, and with certainly less justice, but, with far greater profusion than occurred in 1832 and 1833, honours and titles have been sown over the land, (unfortunately far more bounteously than good laws for the improvement of the soil,) and shoals of newly ennobled individuals from every grade in society surround the planet of Portugal, forming a galaxy of satellites, nearly all of whom must now be regarded as fixed although newly discovered stars.

In the times of Don Denis and D. Affonso V. it was decreed, that as to be engaged in commerce was incompatible with nobility and high birth, the fidalgos should be compelled to quit all cities (especially Porto) that were most appropriate for commerce, and that “*Nenhuma pessoa poderosa, que a ellas viesse, se demorasse mais de três dias, pena de ser lançada fora por justiça.*” (*No person of rank who might visit these cities should be allowed to remain in them more than three days, under pain of being ejected therefrom by the officers of the law.*)

In 1503, El Rei Don Manuel revoked this ordinance, after which the nobility of the neighbouring provinces gladly made these cities, or ports, their chief residence; but even to this time it is not on record that they or their descendants have ever engaged in commerce.

In the present day, there are very few of the newly ennobled who are not extensively engaged in the Stock or Wine Exchanges of Lisbon or Oporto—promoting the interests of the Government monopolies, or in speculating in the purchase of crown or church lands.

Thus, therefore, the nobility of Portugal are divided into two separate and distinct classes, the *ancienne noblesse* and the *noblesse moderne*.

By force of circumstances these classes mingle, but do not amalgamate.

The old nobility feel their power to confer honour on the new by condescending to countenance them, and these, far from spurning, are proud of the distinction conferred.

The old aristocracy are noble in character and in conduct, and smarting as they do under the effects of their peculiar position, they may at times deport themselves with *hauteur* towards those who have so suddenly and actually risen to the same *titular* grade as themselves; but in their communications with foreigners, the *ancienne noblesse* of Portugal are still the famed Knights of Chivalry, the type of Court Society.

The new nobility are, as I have before observed, the offspring of revolution—all good men we will suppose, but who certainly in many instances “have had their honours thrust upon them.” Shrewd and diligent, and “never losing sight of the main chance,” they are accumulating rapid fortunes, from which, no doubt, a future wealthy and important aristocracy will spring; but whether for the general benefit of the nation, or not, time alone will determine.

#### THE MIDDLE CLASSES.

However great may have been the changes effected of late years amongst the nobility of Portugal, much more important have been the movements amongst the middle classes, all of whom have, more or less, been compelled to take an active part, not only in the civil war in 1832 and 1833, but in all the subsequent revolutions. Every man has become a deep politician; either a Miguelite (or protectionist),—a Whig (or free-trader),—an Unionist (anti-English, and friend to the annexation of Portugal with Spain),—an ultra-liberal, or extreme republican.

Politics are the order of the day; and as literature is not generally cultivated in this class of society, the penny newspapers (by Miguelites, Whigs, Unionists, and Republicans,) engross the almost undivided attention of the people, from morning to night.

In the interior of the country the apothecary's laboratory is the political nucleus. In the cities, the publick squares, caffés, and news'-rooms are the places of general resort,—libraries and literary societies not being consonant with the habits or education of the Portuguese as a people.

This class glories in the constitutional liberty it nominally enjoys, but is never satisfied with its rulers, whatever may be their political principles. They tolerate the residence of foreigners amongst them as a necessary evil, consoling themselves mainly with the idea that it would be both impolitick and unpatriotick to refuse them an opportunity of introducing their wealth into the country. They are somewhat suspicious; but withal, they are hospitable, kind, shrewd, not ungenerous, and are true and constant where they form attachment or friendship.

This class is celebrated for early rising. They promenade with their families until the sun begins to have effect, when they return to breakfast and to business. Dinner is usually served from noon till 2 P.M., and consists of *sopa, vacca cozida, e arroz*, (soup, boiled beef, and rice,) with occasionally *hum prato do meio* (a dish of roast for the centre). Potatoes are seldom or never used, excepting in the kitchen. Fish is only catchen on fast-days, and the delicious sardine (because common and plentiful) shares the fate of the potatoes. The common *vin ordinaire* of the country is drunk at table out of small tumblers, being supplied from a neighbouring *tenda* (wine-store) daily, or hourly, as it may be required, at a price never exceeding 2*d.* per pint. Fine old bottled wine (such as we are acquainted with) is altogether unknown in Portugal, and it *would be almost as rare to find in any house a couple of dozen bottles of wine, as it would be to discover as many books.*

Fire-places have not yet become general in dwelling-houses. In cold weather, gentlemen in society wear *capotes* (large cloth cloaks), and ladies wrap-up in thick shawls.

Dinner parties are quite uncommon; but social evening meetings, where tea and simple biscuits are the only refreshments, are of constant occurrence.



## THE SO-TERMED LOWER CLASSES.

The rural population of Portugal are as simple in their character as they are in their requirements. They literally groan under the miseries entailed upon them by successive revolutions, yet they repine not, but patiently and calmly endure their burthen. They look up with as much respect to the lord of the soil as if he were a feudal chief; so that too often they may be induced by the higher classes to rise in rebellion against the authorities; but they do so, as does a 'Marionette' performer, who speaks and nods only at his manager's bidding. They are by no means the vindictive, revolutionary people that they are so often but so unjustly represented to be. They look wretched, because they are poor, ill clad, and miserably fed; but they are cheerful, contented, shrewd, generous, hospitable, honest, hard-working, unaspiring, sober, suffering, and persevering.

We hear of assassinations, robberies, and burglaries in Portugal, but, strange as it may seem, I believe that if we could arrive at a correct statistical account of the crimes committed in Portugal, as compared with the records in the British Calendar, the latter would, in proportion to its population, bear off the palm with most fearful odds.

They are a people much resembling in heartiness and good will our own Irish brethren; they are also most apt to learn, and, like the much calumniated sons of Erin, *can* work and *will* work when they are properly encouraged and remunerated.

As the Scotchman can live on brose and bannocks, with the heath for his bed and his plaid and the canopy of heaven for his coverlid, (insensible as it were to the inclemency of the seasons,) so in the summer the Portuguese peasantry toil under a burning sun, half-naked and bare-headed, or in the winter under drenching rains and piercing cold, with naught else to protect them from the weather than a straw thatch, or cloak; and without other aliment at times than a lump of Indian-maize bread, and a mess of humble pottage; or at others, the same bread, and a raw onion, with water from the brook as



their only drink. The labourers' mess might deserve a place in Soyer's 'Housewife,' from the simplicity and cheapness of the combinations: water from the rill, *couve gallego* (cow cabbage) from their own little garden, a spoonful of oil (from their own olive-tree), a handful of salt (gathered from the rocks on the sea-shore), with crumbled Indian-corn bread, baked in their own oven, (which, as is still the case in Canada, is built outside every tenement,) form a stir-about on which the labourer contentedly makes his principal or even-tide meal, after the toils of the day are over. Occasionally he may indulge in a morsel of *bacalhão* (salt cod-fish), or a rancid *sardinha*, but where the family is numerous, from year's end to year's end they know not the taste of animal food.

If the labourer works near home, and takes his meals in the house of his employers, his pottage is of a more substantial description, being composed of lard and beans, with gourd or pumpkin occasionally, to give it substance.

This is excellent food; and so fine a flavour does lard communicate to soup, that at certain seasons of the year it is an article of general consumption amongst all classes, many of whom prefer *caldo d'unto* to *caldo de gallinha* (lard-broth to chicken-broth).

## CHAPTER II.

PORTUGAL CONSIDERED IN CONNECTION WITH THE OBJECTS OF  
THE GREAT EXHIBITION OF ALL NATIONS IN 1851.

*“Le paysan qui fait avec ses enfans tout l'ouvrage de son petit héritage, qui ne paie de fermage à personne au dessus de lui, ni de salaire à personne au dessous,—qui réyle sa production sur sa consommation,—qui mange son propre blé, boit son propre vin, se revêt de son chanvre et de ses laines, se soucie peu de connaître les prix du marché, car il a peu à vendre, et peu à acheter.”* (Sismondi. Essai III. Econ. Polit.)

THIS important subject has already occupied the attention of the “Commissioners of all Nations” assembled in this metropolis during the past year, and their united opinion and decision is registered in the following terms:—“The collection sent by Portuguese exhibitors is extremely rich in raw materials and produce, and considerable efforts appear to have been made to represent, as far as possible, the natural resources of a country, *the manufacturing capabilities of which remain still to be developed.*”

It was evidently, therefore, “the collection of raw materials and produce” which bore the palm; and the decision of the judges (which no one can reasonably dispute) virtually pronounced that Portugal might not only become a great agricultural and producing nation, but also a manufacturing one, if the capabilities of the country could only be viewed by the Portuguese themselves in the light in which those capabilities have been described by the representatives of the world at large.

Yet of what did this collection of raw materials and produce consist? WINE and BRANDY (the chief sources of wealth to Portugal, and amounting to one-half of her entire exports) were not allowed to be exhibited; and of the specimens of oil sent by various growers (ourselves amongst the number) many were found to be so good that the flasks were retained in Lisbon for a second and private examination.

The principal attractions in the Crystal Palace were the SNUFF, the MINERALS, and the MARBLES. There were also lithographick stones, agricultural products (maize, wheat, &c.), dried fruits, textile manufactures of cotton, silk, lincn, and wool, with sundry articles of cutlery of primitive workmanship, &c. &c.

The MARBLES were very beautiful, and attempts are being made to bring them under general notice.\* The sum total of the export of marbles from Portugal does not exceed £ 240 per annum.

The specimens of MINERALS also caused much admiration. But whence came this rich collection? From mines in active operation?† We believe not; judging rather that the specimens were extracted from veins accidentally discovered, or from others that until the opening of the 'Exhibition' had either been deposited in the national museum, or brought to light from some of the excavations of the Moors and the Crusaders. "En effet, à quoi bon exposer un mineral, si au point essentiel on ne dit pas sa richesse? les frais de son extraction, finalement son prix de revient, comme également celui du metal prêt à livrer au commerce?"

In the days of Pliny, we are told, the provinces of Minho, Galicia, and Asturias paid not less than a million and a half octaves of gold to the Roman Empire as a tribute on the ore extracted from various mines then in active operation, and yet in the present day the revenues derived by the Portuguese

\* The Portuguese marbles are excessively hard, and consequently expensive in the working up; and notwithstanding their beautiful and various character, the expense of transport is so great, as to prevent their being able at present to enter into competition with the marbles of other countries. Fine varieties in a manufactured state (the tasty work of Monsieur Déjant of Lisbon) were displayed in the Great Exhibition of 1851, and a collection of specimens exists in the hands of Mr. W. H. Ivens, (St. Peter's Chambers, Cornhill,) whose relative, Mr. W. S. Burnet of Lisbon, has in a most enterprising manner worked some extensive marble quarries in the neighbourhood of Mafra, and shipped many fine blocks to this country.

† "Si on veut s'occuper de Géologie (en Portugal) on se trouve à chaque instant embarassé. A la vérité le sol est vierge, les hommes ne l'ont pas couvert de travaux, mais aussi ils n'ont rien fait qui put faire connaître l'intérieur de la croûte: il n'y a pas de routes, aucun percement de canaux, très peu de carrières, plus rarement encore des mines, même en commencement d'exploitation." (Bonnet, sur Le Royaume de l'Algarve.)



Government from *all* their mines does not amount to more than £72. 15s.! (See *Statisticks*, p. 170.)

The Romans worked mines of gold, silver, iron, lead, coal, antimony, copper, quicksilver, bismuth, arsenick, and tin, in Portugal: and Faria e Souza graphically remarks, "Hardly is there a river, or mountain-base that it laves, which does not cover precious stones and grains of gold." This language may be considered poetick, but there is no doubt that "le sol de Portugal est essentiellement métallifère,"—that metals abound throughout the whole country; but the mines are not worked, neither can their value be correctly ascertained in the absence of every means of transport and internal communication.

The exportation of minerals from Portugal does not exceed £13,500 per annum, while her imports amount to £44,411; of which nearly £30,000 worth is of copper, and £13,000 of lead.

We are not aware of any copper mine being *worked* in Portugal, and only know of a single *lead* mine in operation. This, we can assert, yields most bounteously; but as we have no authority from the proprietors to describe their property, we shall not compromise them by publishing information which it may be their interest to conceal.

Lead abounds in the provinces of Traz-os-Montes, and in the North and South Beira.

At Chães d'Egua, near Coimbra, the lead mines occupy a space of seven square leagues, possessing rich veins of ore from 5 to 10 palms in depth. Unfortunately, from want of capital, the works on this estate, so advantageously situated near the river Mondego, are suspended.\*

*Antimony* is only obtained at Vallongo, near Oporto; and the rich veins of this valuable metal existing in the vicinity of Murça, Lamas, and Villarchão are overlooked altogether.

\* The proprietors of this property are Dr. João Antonio Gomes de Souza of Oporto, and the Chevalier Pedro Pron de Mendonça (Rua das Praças, No. 16), Lisbon. These gentlemen are at present engaged in forming a company for the continuance of their operations at Chães d'Egua, and we heartily wish them success. The property is only seven leagues distant from the port of 'Raiva' on the Mondego, and its produce may be conveyed to Figueira for exportation at the trifling expense of 400 reis per quintal (1s. 10d. for 128 lbs.), which added to the charges of production would make the ore cost only 2\$ 600 reis per quintal, the market price of lead in Portugal being 4\$ 400 rs.



*Tin* and *Quicksilver* are extracted near Oporto; but only, we are bound to suppose, in trifling quantities, as they are not even mentioned in the Government statisticks.

The *Mineral* produce of the different European states (we quote from De la Beche) is usually estimated as follows:

Great-Britain . . . . .	1	Hartz . . . . .	$\frac{1}{8}$
Russia and Poland . . . . .	$\frac{7}{8}$	Tuscany . . . . .	$\frac{3}{11}$
France . . . . .	$\frac{1}{2}$	Bavaria . . . . .	$\frac{1}{8}$
Austria . . . . .	$\frac{2}{11}$	Saxony . . . . .	$\frac{1}{8}$
Spain . . . . .	$\frac{1}{8}$	Piedmont and Savoy . . . . .	$\frac{3}{8}$
Prussia . . . . .	$\frac{1}{8}$	Denmark . . . . .	$\frac{1}{8}$
Sweden . . . . .	$\frac{2}{11}$	Norway . . . . .	$\frac{1}{8}$

The mineral produce of Great-Britain and Ireland (which is chiefly coal and iron) is valued at £ 24,000,000 per annum, or about four-ninths of that of all Europe.

Of Portugal, separately, no mention whatever is made.

The annual amount of *Coal* raised in Great-Britain is estimated by De la Beche at more than 35,000,000 tons; of which only 2,800,000 tons are exported; the remainder, or 32,200,000 tons, remain for household consumption, and for application to our various industries. London alone consumes nearly 3,500,000 tons of coal! No wonder that we, who perform the mechanical labour of about 80,000,000 of human beings, have only to feed some 6,000,000 with corn! The secret of the greatness of this country consists in being able to feed 74,000,000 of *mechanical* manufacturers with *coal*. There are no statisticks of the quantity of coal raised near Oporto, nor in the vicinity of Coimbra. The old workings, evidently of Roman origin, which appear to have been carried on extensively, are *drowned-out*—no attempt having been made to clear them. The coal raised at present on the out-crop of the strata is of course of inferior quality; thus, Portugal, without making any effort to develop her own mines, prefers to remain dependent on Great-Britain for her supplies of fuel!

*Snuff* is the result of monopoly. Very fine specimens were administered 'gratis' to the visitors to the Great Exhibition; but the general consumption of this manufacture is exclusively confined to Portugal.\*

\* "The snuff is good, but it is not made according to the taste of the English consumer. It is as good as French snuff, and large quantities used to be exported to the

The *Agricultural products* consisted of wheat, Indian corn, &c., but of which, until lately, Portugal has hardly produced sufficient for her own population. It is true that now considerable quantities of Indian corn are exported; but it is also beyond a doubt, that the frontier towns are all supplied with wheat smuggled from Spain.

*Dried Fruits* (the plum, the peach, the apricot, and the citron) are principally sent as presents by the resident wine-merchants to their connections, and cannot be considered as an article of merchandize; the only fruits exported from Portugal as articles of commerce being the *Algarve fig*, *oranges*, and a few *grapes*.

Portuguese manufactured *cottons*, *linens*, and *woollens* are also exported to the colonies, and to the Brazils; but the item of imports of these goods is as follows:

PER ANNUM.		
Cottons . . . . .	Rs. 3,294,425	£ 823,606
Linens . . . . .	788,047	197,012
Woollens . . . . .	870,029	217,507
Total . . . . .	4,952,501	1,238,125

*Cutlery*, &c. are also boasted articles of manufacture. Of these, Portugal imports all she uses from England, France, and Germany.

There are likewise royal and other manufactories of *glass* and *porcelain*; yet the imports of these articles amount to £ 17,000 per annum.

We are quite aware that certain protectionists and interested individuals deny that Portugal is stationary—is behind the times; moreover, asserting “that Great-Britain and other nations, in promotion of their own selfish interests, pour goods into Portugal for which she has no manner of use; such goods being for the most part unnecessary articles of luxury and of folly.”\*

We will not dispute this assertion, contenting ourselves by remarking, that if such foolish articles find a market in Por-

Brazils before there were manufactories of snuff in that empire. In the matter of tobacco it is only the raw material that could be made available for exportation. The Portuguese Islands in the Atlantic produce the leaf admirably, and, if allowed to be cultivated, the country (Portugal) might make £ 250,000 annually on the raw leaf for exportation.” (Claudio Adriano da Costa to the Author.)

\* P. Francisco dos Prazeres Maranhão. Edition reprinted at Oporto in 1853.

tugal, it is to be presumed that foreign manufacturers will continue to *condescend* to cater to the Portuguese taste.\*

We were not parties to the decision of "the Commissioners of all Nations" on the resources of Portugal, nor to their sentence, that "the manufacturing capabilities of the country remain still to be developed;" neither will we assert aught on our own account without being first in possession of proofs as to the facts. Portugal may now be progressing: but the following official document, or synopsis of the Government returns for taxes during the last ten years (or comparing the year 1841 with that of 1851), will, we think, be a sufficient proof that in that space of time Portugal has not made very considerable advancement.

	Rs.
In 1841 the taxes ( <i>Impostos</i> ) on manufactures produced . . . . .	4082 \$ 907
And in 1851 the same taxes only produced . . . . .	4913 \$ 695
In 1841 the Income tax ( <i>Decima industrial</i> ) produced . . . . .	211,174 \$
And in 1851 the same tax only produced . . . . .	226,911 \$
In 1841 the Property tax ( <i>Decima predial</i> ) produced . . . . .	926,875 \$
And in 1851 the same tax only produced . . . . .	958,533 \$
In 1841 the taxes altogether, including the Decima predial, Decima industrial, imposts, interest, tithes, &c., produced . . . . .	1,374,250 \$
And in 1851 the same taxes only amounted to . . . . .	1,397,590 \$

*Stationary Position of Portugal during the last Ten Years (or from 1839 to 1851), with respect to the Revenues derived from Internal Taxation.*

A INDUSTRIA E O IMPOSTO.

Examinando-se o imposto lançado as fabricas desde o anno economico de 1838-1839 até hoje, acha se o seguinte resultado:

<i>Fabricas.</i>	
1838-1839 . . . . .	4,735 \$ 120
1839-1840 . . . . .	3,900 \$ 083
1840-1841 . . . . .	4,082 \$ 907
1841-1842 . . . . .	3,803 \$ 335
1842-1843 . . . . .	3,537 \$ 175
1843-1844 . . . . .	3,550 \$ 699
1844-1845 . . . . .	3,986 \$ 726
1845-1846 . . . . .	3,721 \$ 703
1846-1847 . . . . .	3,556 \$ 330
1847-1848 . . . . .	3,428 \$ 618
1849 . . . . .	3,816 \$ 231
1850 . . . . .	3,771 \$ 905
1851 . . . . .	4,913 \$ 695

\* See Statistics, p. 166, showing the enormous advantage derived by Portugal over Great-Britain when their relative commerce is compared.



Examinando-se o imposto lançado sob o titulo *decima industrial*, acha-se o seguinte resultado:

<i>Decima Industrial.</i>	
1838-1839 . . . . .	210,251 \$ 112
1839-1840 . . . . .	202,399 \$ 107
1840-1841 . . . . .	211,174 \$ 845
1841-1842 . . . . .	234,231 \$ 516
<hr/>	
1846-1847 . . . . .	214,669 \$ 636
1847-1848 . . . . .	216,456 \$ 205
1849 . . . . .	214,409 \$ 141
1850 . . . . .	225,146 \$ 070
1851 . . . . .	226,911 \$ 844

Examinando o imposto denominado *decima predial* dos mesmos annos achamos o seguinte resultado:

<i>Decima Predial.</i>	
1838-1839 . . . . .	976,274 \$ 263
1839-1840 . . . . .	900,134 \$ 953
1840-1841 . . . . .	926,875 \$ 517
1841-1842 . . . . .	937,216 \$ 090
<hr/>	
1846-1847 . . . . .	945,853 \$ 892
1847-1848 . . . . .	955,996 \$ 944
1849 . . . . .	945,391 \$ 181
1850 . . . . .	958,709 \$ 279
1851 . . . . .	958,533 \$ 349

Não mencionamos na *decima predial* e *industrial* os annos de 1842-1843, 1843-1844, 1844-1845, porque vem confundida no orçamento com a de juros e foros. Em 1849 começou a lançar-se a cobrar-se a *decima* por annos civis.

O mappa comparativo das *decimas* pertencentes ao thesouro, comprehendendo a *predial*, *industrial*, juros e foros e como se segue.

1838-1839 . . . . .	1,347,547 \$ 478
1839-1840 . . . . .	1,338,141 \$ 061
1840-1841 . . . . .	1,374,250 \$ 433
1841-1842 . . . . .	1,416,338 \$ 052
1842-1843 . . . . .	1,377,165 \$ 984
1843-1844 . . . . .	1,458,043 \$ 643
1844-1845 . . . . .	1,455,899 \$ 907
1845-1846 . . . . .	1,403,612 \$ 872
1846-1847 . . . . .	1,378,990 \$ 131
1847-1848 . . . . .	1,392,853 \$ 067
1849 . . . . .	1,377,536 \$ 871
1850 . . . . .	1,411,437 \$ 097
1851 . . . . .	1,397,590 \$ 894

A' vista deste quadro pode duvidar-se se a nossa agricultura e industria tem prosperado.

A. R. SAMPAIO.

(Revolução, 8 June, 1853.)



## CHAPTER III.

## GENERAL REMARKS ON THE MANUFACTURES OF PORTUGAL.

THIS is both a delicate and a difficult subject to touch upon, owing to the national prejudices of the Portuguese people, whose entire faith is reposed in protectionism, monopolies, restrictions, and high duties, and whose jealousy of foreigners may be considered almost proverbial.

If any measure be proposed in the Portuguese Parliament for the amelioration of the lot of the working classes, (mechanicks or agricultural labourers,) for insuring to them cheap food or clothing, meetings not unlike our once-famed (but happily now obsolete) protectionist congregations are immediately held, and representations made to the Crown, *humbly* showing that the "acquired rights" of the memorialists entitle them to *demand* that the ameliorations referred to may not take place!

If the improvement of the bar of a river be under consideration, the pilots allege that any such improvement would deprive *them* of their bread! If an omnibus be established on the road near a river, the ferrymen protest against the innovation! If a taste for foreign manufactures prevail, those who entertain such an unfortunate propensity are immediately dubbed unpatriotick, and plotters against the true interests of the community!

If a resident foreigner be rash enough to propose improvements in science or in arts, he is proclaimed a meddler in matters which do not belong to him, and considered as one who, in order to promote his own interests, repays with ingratitude the hospitality he has received. But if such a foreigner be an Englishman, the press throughout the country groans under the invectives it emits against the British nation at large, who, under pretence of promoting the welfare of Portugal, are charged with being continually conspiring to

foment discords and confusion within the realm of their "most ancient and most faithful Ally," in order the more easily to keep down Portugal in the scale of nations, and to inundate the country with British manufactures, to the manifest injury of the Portuguese people!

Being ourselves subjects of the "little island," we are fully alive to the difficulty of our position,—that we have to combat with natural prejudices,—and that should these our simple reflections ever meet the publick eye, they will, in Portugal, undergo the strictest scrutiny, be canvassed by the thousand parties who divide that kingdom, be agreeable to few, and probably be considered by all as an unwarrantable intrusion on our part.

The spirited Member of the House of Commons in whom originated this little work, we are persuaded, has no other motives than the philanthropick ones he alleged for offering a premium for an Essay on Portugal, and those are, for the uniting more closely the interests of the two nations.

The amount of premium offered certainly cannot be interpreted as a pecuniary recompense for a labour of the kind; and therefore we would also hope that the motives which induced us to enter the lists may at all events be considered on a par with those professed by Mr. d'Oliveira.

Few Portuguese writers have employed themselves on the interesting subject of this chapter, but the remarks of the Bishop of Elvas, contained in his 'Ensaio Economico,' are very important, and yet the Bishop was a Portuguese. His lordship, quoting from Bielfeld's *Inst. Polit.*, commences by saying, "C'est une erreur politique que de vouloir avoir tout chez lui," continuing, "Portugal cannot be both an agricultural and a manufacturing nation."—"The establishment of manufactories *de luxe* (his lordship says) cannot in any way produce beneficial effects, while experience has perhaps already shown that the contrary is the case."—"The Government need not absolutely put down such establishments, but certainly it would be well if it did not encourage them. Let Portugal promote peace and good-will amongst its people, limiting its manufactures to articles of necessity, leaving those of luxury to the foreigners; so that they may by this means purchase our

superabundance, and reciprocate with us in the general commerce of the world; then (we say it with confidence) it will be the interest of all nations to maintain our independence as it were their own."—"With regard to the manufacture of articles of luxury, Portugal ought to stand amongst the industrial nations of Europe, and their colonies in the light of an experienced merchant amongst manufacturers, on the one hand, and farmers and producers on the other. The farmers become enriched by administering the raw material for the support of the lives and the industry of the manufacturers, and these profit by the new values which their industry imparts to the natural productions of every country. The merchant, in the midst of all, becomes enriched in double ratio by supplying both the one and the other."—"Manufactures that require more the work of the hand than that of the head—ordinary productions most adapted for the use of the masses (who, after all, are the greatest consumers) are most suitable for Portugal. Articles of the greatest necessity, such as for the requirements of the army and the navy, sails and cordage, boots and shoes, paper, &c., ought to be most encouraged;" but, concludes the Bishop, again quoting from Bielfeld: "Objects of mere luxury, such as depend mainly upon taste, skill, and art, are not worthy of the attention of Portugal."

Let it be remembered that the above extracts are not from an English but from a Portuguese author, who wrote in his own country, and for what he considered might contribute to his country's good. We, who are English, and belonging to that nation who is charged with entertaining the most selfish feelings with regard to Portugal, differ entirely with the Right Reverend Bishop of Elvas as to the impossibility of Portugal being more than an agricultural nation.

There are but very few countries in the world which Nature has endowed with the means of prosecuting every branch of industry, and it is our conviction that Portugal is one of these. She can boast of her soil and her climate; of abundance of springs, and of rivers; of noble quarries of granite and of marble; of materials for roads and internal communications; of mines, and of mineral springs. She can feed and clothe all her people at little cost; and could have abundance of corn,



wine, oil, fruit, wool, hemp, flax, stone, metals, timber, fish, hogs, horses, cattle, provisions, and salt, for the supply of her foreign relations. She could make roads, construct canals, navigate her rivers, build factories, work water machinery, and have enough of everything, "para si, e para dar," for her own use and to share with others. Yet it is acknowledged that these extraordinary and abundant resources have "still to be developed!" On this account it is that Portugal is essentially an agricultural nation, and that she is not equally manufacturing and commercial.

It is supposed that Great-Britain has reached at this moment the zenith of her prosperity, and that her decline and rapid fall are already looming in the distance!

Portugal having been once great from external causes, has not the courage to use its internal and real resources to assist her in regaining her former political position; and as to manufactories, she appears only to possess 1600 of all kinds, affording employment to about 20,000 workmen.

*Arms* are manufactured in Lisbon and in Oporto.

*Porcelain*, at Vista Alegre,\* near Aveiro, the works of the Pinto Bastos.

*Earthenware* is made of different gradations of fineness, or the contrary, all over the kingdom.

*Printed Goods* are made in Lisbon and Oporto, but of a very ordinary description.

*Tinners' Work* has much improved of late, especially in the two capitals; but the art of soldering with neatness and security has not as yet been learnt in Portugal.

Very coarse *Ironmongery*, such as locks and keys, door-

\* The Ferreira Pinto Bastos are an old and very wealthy family, who "increase and multiply" according to the strictest patriarchal principles, who unite in filial and in brotherly compact, and who form a perfect and beautifully constituted community amongst themselves. They grow their own corn, olives, fruit, hops, and vegetables; rear their own horses, cattle, sheep, and swine; make their own bread, wine, butter, cheese, and oil, and refine their own sugar and spirits; fabricate their own porcelain and glass; tan their own leather; build their own carriages. They are the architects and builders of their own extensive establishments; the contractors of publick works, and not unfrequently of Government loans also. From the Minho to the Algarve, they have a cordon of 'posadas,' or resting-places on the road, on estates of their own, at one day's journey from each other.



fastenings, hinges, staples, nails, hooks, eutlery, spits, hoes, adzes, pickaxes, &c., and *Brass-work*, such as candlesticks and lamps, are common all over the country.

The *Iron-foundries* at Oporto, and we believe also in other parts of the kingdom, present good eastings of pots, kettles, furnaees, stoves, &c. for home use, and yet such-like goods are imported from Great-Britain, pay the importation duties and expenses, and are re-shipped to ports in the Brazils to compete with direct shipments from Great-Britain.

*Shot*, of all sizes, is made for home use.

*Tallow, wax, and stearine candles* are made in great quantities, of good quality, and much cheaper than they can be produced in Great-Britain.

In *cottons, velvets, silk damask, gold lace*, and in *certain articles of jewellery* and of *silver plate*, Portugal might vie with Great-Britain; the cheapness of food and labour in Portugal being calculated as being on a par with the advantages derived by Great-Britain from her machinery. The velvets, especially, are very beautiful; and it is to us a matter of surprise that the fashionable ladies of this country have not yet become acquainted with the fact, that the Portuguese velvet is *all made of silk*, and is more durable than any other velvet known.

Coarse *Saragoças*, or *woollen cloths*, are produced at Covilhã, Portalegre, and Fundão, "of a quality," says 'the Flaviense,' "quite good enough for those whose patriotism is something more than mere talk."

*Extensive tanneries* are established all over the kingdom; but the leather is by no means so durable as the English.

*Shoes and boots, felt hats*, and coarse *paper* are made in the neighbourhood of all the large cities.

*Glass* is manufactured at Marinha Grande, Vista Alegre, and Terra da Feira; but crystal glass is not yet produced in perfection.

*Tobacco, soap, and powder* are only allowed to be fabricated under a monopoly. The snuff is excellent, but the cigars are execrable. The powder is very coarse. The manufacture of soap is improving daily.

Excellent *cordage* is made in Oporto, Lisbon, and in the Algarve.

*Soda* is being made in Lisbon and near Aveiro.

*Ships, hiates, sloops, boats, cutters*, all pine-built, and beautiful models, are constructed on the entire line of coast. In this country we are apt to pride ourselves on our ship-building. Doubtless our vessels are *substantially* constructed, but for elegance of lines our ship-builders might improve their taste by studying under the Portuguese. The Oporto fishing-boats are the most elegant that can be imagined, and when under sail cut through the water at the rate of 12 to 14 miles an hour.

In this list we may have underrated the manufacturing strength of Portugal; but, not having been able to procure in a *direct manner* any information on the subject, we can merely glance at that of which we should have been only too happy to have taken a lengthened view.

In our own country we are free-traders in the fullest acceptation of the word; but, for the reasons alleged in the opening paragraph of this chapter, we can only be partially free-traders in Portugal, where the sudden establishment of such principles would be to attack too strongly the prejudices of the nation at large, as well as to arrest growing industry and enterprise.

Monopoly in Portugal has hitherto been looked upon as a necessity; but public opinion in this respect appears already to be undergoing a considerable change. Not so, however, with regard to protectionism and restrictive duties, for the abolition of which the country certainly is not prepared. We ourselves would therefore take the middle course. We would abolish all monopolies with one stroke of the pen, and admit machinery and all raw materials (such as the country itself does not actually produce) free of duty and imposts, so as to encourage competition in every branch of industry. Next, we would establish a reasonable rate of import duty on foreign manufactures commensurate with the progress of the arts in Portugal; so as, without positively prohibiting the introduction of the manufactures of other countries, to protect the rising energies of the Portuguese people, instead of nipping those energies in the bud, as would inevitably be the case were

foreign manufactures, all at once, to be admitted into the country at a nominal rate of duty.

We sincerely hope that the Government of Her Most Faithful Majesty may have the courage to adopt measures of the nature we have suggested; then indeed would impetus and encouragement be given to native manufactures, — the spirit of enterprise be excited, — the rising generation meet with employment, instead of seeking it in foreign lands; and, as living is cheap, water-power plentiful, and labour not one-half of the cost it is with us, Portugal would soon acquire a respectable position in the manufacturing world.



## CHAPTER IV.

THE CAPABILITIES OF PORTUGAL FOR CONSUMING THE  
MANUFACTURES OF GREAT-BRITAIN.

TAKING it for granted that, according to the laws of nations and of political economy, the wealth of any country mainly depends upon the extent of a profitable interchange of values, either of native produce or manufactures, with foreign countries,—and with full cognizance of the fact that Portugal is really a producing nation, and not a manufacturing one,—we cannot but greatly deplore that there should exist almost as many restrictions with regard to its *exportation* of native produce, as there does with respect to its foreign *importations*.

As long as this extraordinary policy continues to be practised, there can be little doubt that Portugal will continue to plod on, consuming about the same amount of British manufactures as it does at present, but without the prospect of any increase.

The principal imports from this country into Lisbon and Oporto consist of prints, calicoes, fustians, coarse woollens, cutlery, and manufactured goods generally, of ordinary quality.

The products of Portugal most adapted for exportation are white and red wines, aguardente (brandy), wool, oil, argol, salt, flax, hemp, dried fruits, salted sardines, cattle, cork-wood, and sumach,—the principal wine shipped being the red wine of the Alto-Douro. Yet these wines are only, per especial favour, allowed to be exported to Great-Britain,—resulting therefrom that this commerce, which might be as a fountain of wealth to half the kingdom, is rapidly declining, and many of the parties engaged in it failing likewise. In this state of things the poverty of the country holds out no encouragement for the importation of British manufactures to any greatly increased extent,—and more especially so, as the Portuguese tariff with



reference to many articles amounts almost to a prohibition to their introduction.

Again, it must not be lost sight of that considerably more than one-half of the actual importations are not consumed in Portugal at all, being ordered expressly (by a class of dealers established on the Spanish frontier) for sale to Spanish smugglers! Of course, hitherto Portugal has been blind to this fact, wishing to make it appear that all the British manufactures she imports are *bonâ fide* for Portuguese consumption!—thus the general ‘*pauta*’ or *tariff* question between the two countries remains the same.

Ten years ago Great-Britain could have made (and it is our belief that she even offered to make) an exceptional scale of duties in favour of Portuguese produce imported into the United Kingdom, provided that Portugal would reduce her duties on British manufactures. Party feeling in those days run too high amongst the Portuguese people to allow of any such politick changes being made,—and now Great-Britain is no longer in the same independent position for favouring Portugal, although much might still be done, not on free-trade principles, but by a treaty of reciprocity. Spain is now alive to her real position with Portugal, and by adopting a more liberal policy within herself, she will very soon convince the Portuguese Chancellor of the Exchequer of the error of his ways, and of the illiberal and impolitick measures he continues to adopt. Now, more than ever, a dictatorship would be the most convenient government for Portugal,—for the causing a new light to break in upon the people,—for the destruction of the great hydra of monopoly,—for the free exportation of native produce,—for the relieving the working classes of the enormous pressure of the present tariff, which they alone have to bear,—for the improvement of foreign relations and existing treaties,—and for the establishment of the desired profitable interchange of values in Portuguese produce for British manufactures. With regard to the article port-wine in particular, we trust that in the course of this Essay we shall be able to prove that these our views are neither a “vision” nor a “dream,” (as on the one hand was asserted by an English Baronet, and on the other by a Portuguese Minister of State,) but an important and a

tangible reality. We shall also try to prove to the Baronet that he may yet drink "good wine, and pure," at 1s. per bottle!—to the Minister that he may soon require to set about planting new vineyards instead of being as at present inclined to root up his old vines,—and to the Portuguese Government that their people would enjoy greater prosperity by quadrupling their exportations to, and their importations from, Great-Britain.

*List of Articles, many of which were imported for Spanish consumption alone, and which seldom appear now in the Portuguese Custom-House, on account of the high rate of duties imposed upon them.*

Description.			Duties p cent.	Where consumed.	Observations.
Portuguese Name.	Duty.	English Name.			
Algodão tinto, em fio, até 16 fios de Xadres, riscas, azul, ou de côr	lb. rs. 200	Cottons	48 to 50	Principlely in Portugal	
Lenços de Xadres tinto em fio, até 20 fios (Veronnas)	400	Chequed handkerchiefs	53	Principlely for Spain	Formerly in great request. Now they are prohibited.
Do. de 21 fios para cima	600	Finer do.	67	Portugal and Spain	Ditto, much required in the market for assorting other goods.
Cutins de Linho	400	Linens	75 to 80	Portugal principlely	
Duraque de 1 côr	480	Duck	74	Portugal	
Lãazinhas de 1 côr	360	Woollens of 1 colour	48	Spain chiefly	
Do. de mais de 1 côr	540	Do. of more than 1 colour	70	Do.	
Duraques de mais de 1 côr	720	Duck of more than 1 colour	140	Portugal and Spain.	

*List of Articles—continued.*

Description.			Duties ₹ cent.	Where consumed.	Observations.
Portuguese Name.	Duty.	English Name.			
Lenços de paninho riscada tecida de cõr	lb. rs. 440	Striped coloured cot- ton handker- chiefs	70 to 80	Spain chiefly	Formerly of immense consumption. Now these goods can- not come. Much required for assort- ment.
Challes de Sarja es- tampadas de lãa, e algodão	1200	Printed shawls of woollen or cotton	80 to 90	Spain	Totally prohibited. Formerly in great demand, and much sought for in the market.
Ditos de Sarja ou li- sos, ou lavrados tecidos com fio tin- to de lãa, e algodão	1200	Plain do.	90 to 120	Spain chiefly	Do.
Lenços d'Algodão tinto em fio, até 16 fios de urdidura	400	Fine cotton handkerchiefs	90 to 100	Portugal and Spain	Prohibited, and much required.
Aniage crũ	160		150 to 160	Portugal	Prohibited.
Challes de Lãa Cha- mados de Cazi- mira	600	Woollen shawls	50	Portugal and Spain	
Pelles de Toupeira pintada ou cotins	200	Moleskins	70	Portugal chiefly	
Do. brancas de ris- cas	150	Do. striped	57	Do. and Spain	
Sarjas Brancas d' algodão	150	Cotton stuffs, white	61	Do.	
Cutins Brancos	150	White cottons	Do.	Do.	
Lonas-brim a meya- cura	90	Sail-cloths	54	Portugal	
Crequellas, or Brims brancas	160		65 to 70	Do.	
Chitas, on Algodões estampadas em peça	200	Prints in pieces	40	Spain chiefly	
Algodões estam- pados	250	Stamped Do.	45 to 55	Do.	
Algodões Brancos Chamados patentes e enfeitados de 15 @ 20 fios	70	Patent cottons	27 to 30	Do.	

## ADDITIONAL REMARKS.

1st July, 1853.

The *pauta* was reformed in December last, and great benefit must naturally accrue from the alterations; but, although the export duties have been lowered and equalized, the restrictions in the Alto-Douro remain nearly the same,—the Minister will not yet dare to plant more vines, and the Baronet must for the present dispense with his port at 1s. per bottle. In our Chapter IX. on the Effect of the Present High Duties on Port-Wines, &c., we continue this subject.



## CHAPTER V.

## IMPEDIMENTS ARISING FROM THE RESTRICTIVE POLICY OF THE PORTUGUESE GOVERNMENT.

*“Raisonnons de sang-froid : repassons les faits et les causes.”*

AGRICULTURE supplies the real wants of nature; manufactures, the acquired wants. To increase the agricultural interests, the produce of the soil should be admitted to free exportation; to promote manufactures, the raw material should be admitted into the country free of duty.

In Portugal the reverse is the case. Wine, the principal source of the country's wealth, cannot be either grown, made, or exported except under heavy restrictions and imposts; and all foreign raw materials are as heavily taxed as are many manufactured goods.

The manufacture of tobacco, soap, powder, gold lace,—the exportation of port-wine, corn, and salt, are all under Government restrictions, and generally under monopolies, which, crushing the energies of the people, give rise to extensive contraband, check education, compel the consumption of spurious articles, diminish legitimate revenue, and deprive producers of their natural right to compete with foreigners in the British and other markets.

Portugal may be compared to the enclosures of a vast prison, where free egress and ingress are prohibited. The inmates, long accustomed to see but a glimmering of light in their confinement and having become indifferent to their fetters, appear to have quietly settled down, contented with their present lot, and regardless of the future.

The great fountain of wealth of the richest, viz. the northern provinces of Portugal, flows from their vineyards. Port-wine has been considered by the British, who are its principal consumers, as the finest wine in the world, and yet, under the present restrictive system, no man, whether producer or consumer, is allowed to have an opinion of his own, either as to

the wines he may grow, or the wines that may be required of him!

The tastes of the hirelings of the monopolists, or rather their arbitrary decision, based upon the impression that port-wine in Great-Britain is merely used for mixing with other wines—their separation of the only quality which by law is permitted to be exported to this country—the differential duty levied on wines exported from Oporto to the United Kingdoms, are all remnants of the darker ages, impediments to progress and civilization, and to the augmentation of our international and commercial intercourse.

There are also various restrictions in the Portuguese tariff which operate vastly on our international commerce.

In a politico-economick view the Portuguese are, by these regulations, impediments, and restrictions, acting directly against their own interests; but that is *their* affair and not ours. As far as Great-Britain is concerned, she has no right to interfere with the internal policy of Portugal; no reason to complain of the Portuguese tariff (even where it does virtually exclude our manufactures), when the British duties amount to nearly £34 per pipe upon every pipe of port-wine we import from Portugal!

Let us be exact in the position we take up, and let us be just in our conclusions. Let us also be more generous in the manner in which we are usually led to speak of Portugal and of the Portuguese. We are ourselves a people of strong prejudices, and should therefore look more calmly on the proceedings of Portugal, in whose affairs we are apt to meddle so much. Let us recollect that Great-Britain and Portugal are not on equal terms—are not in equal positions. The balance of power in Europe does not permit England to abandon Portugal, or the Spaniards would soon reclaim what they consider they have a right to call their own. The two countries must not war with each other; therefore they should live together in “peace, love, and harmony.” Of the impediments and annoyances arising from the differential duties on port-wines exported to this country, our opinions will be found in other parts of this work.

## CHAPTER VI.

## TREATY ENGAGEMENTS.

*“War itself, as well as peace, and treaties undertaken and prosecuted with an object purely industrious, had oratory for its means, conquest for its accessory, calculation for its ally, and commerce for its principal end.”—Dupin.*

IN our wanderings we recollect to have heard the startling remark, that “All Treaties and Acts of Parliament are full of such big gaps that a coach-and-six might be driven through them.”

For our part we do not feel ourselves competent to discuss such weighty points; we must leave their settlement to the gentlemen of the wig and the toga; limiting in this respect our conviction to the generally acknowledged “right divine of kings to govern wrong,” or to the principle of the “strong against the weak.” Reason, even in these enlightened times, is only too often biassed. A Ministry finds itself in a minority—when with all the principles of “liberty, equality, and fraternity,” the Queen Dona Maria, or our own Sovereign Lady Victoria, dissolves Parliament once, twice, or thrice, until Her Majesty’s servants be duly provided with a majority. Such is nature, such is custom; and rail at it as we may, the result will ever be the same.

The treaty engagements of 1842, between Great-Britain and Portugal, are, we believe, not dissimilar to those which have been entered into between this and other countries.

The question now at issue is as to the non-fulfilment of Article IV., in which it is stipulated that “*No duty of customs or other impost shall be charged upon any goods, the produce of the one country, upon importations by sea or land from that country into the other, higher than the duty or impost charged upon goods of the same kind, the produce of and imported from any other country: and no restriction or prohibition shall be imposed upon the importation and exportation from one*



country to the other, of the goods and produce of each *which shall not be imposed upon goods of the same kind when imported from or exported to any other country*: and Her Majesty the Queen of the United Kingdom of Great-Britain and Ireland, and Her Majesty the Queen of Portugal, do hereby bind and engage themselves, their heirs and successors, not to grant any favour, privilege, or immunity in matters of commerce or navigation, to the subjects or citizens of any other state, which shall not also, and at the same time, be extended to the subjects of the other high contracting party gratuitously, if the concession in favour of that other state shall have been gratuitous, and on giving as nearly as possible the same compensation or equivalent, if the concession shall have been conditional."

Whereas in Article XV. it is provided that "Her Majesty the Queen of Portugal engages that the commerce of British subjects within the Portuguese dominions shall not be restrained, interrupted, or otherwise affected by the operation of any monopoly, contract, or exclusive privilege of sale or purchase whatsoever; but that the subjects of the United Kingdom shall have free and unrestrained permission to buy from and sell to whomsoever they please, and in whatever form and manner may be agreed upon between the purchaser and seller, without being obliged to give any preference or favour in consequence of any such monopoly, contract, or exclusive privilege of sale or purchase. And Her Britannic Majesty engages that a like exemption from restraint in respect to purchases or sales shall be enjoyed by the subjects of Her Most Faithful Majesty trading to or residing in the United Kingdom. *But it is distinctly to be understood that the present article shall not be interpreted as affecting the special regulations now in force, or which may hereafter be enacted with a view solely to the encouragement and amelioration of the Douro wine-trade (it being always understood that British subjects shall in respect of the said trade be placed on the same footing as Portuguese subjects), or with regard to the exportation of the salt of St. Ubes.*"

Thus, by the 4th Article Great-Britain is not to be charged with any duty or impost, or to be subjected to any restriction or prohibition, with regard to the goods she imports from



Portugal, that is not likewise charged to all other nations; and the 15th Article merely refers to certain internal regulations in Portugal, over which the British Government of course can have no control. Yet the Portuguese Government insist on their right to interpret this article as an exception to the 4th Article with regard to the *port-wine trade*,—holding that they are in that particular justified in levying on the British public any tax or impost that they in Portugal may deem expedient with respect to the port-wines Great-Britain may choose to import from Oporto,—as also to stipulate both the quality and the quantity of all such wines,—likewise that certain wines grown in the Alto-Douro shall not be shipped to Great-Britain at all. Negotiations are pending at this moment between the two Cabinets; and in all probability the port-wine export duties will eventually be equalized: but, in the meanwhile, what is the real state of the question? The sum of £6 sterling per pipe, in imposts and duties, is levied upon all port-wines exported to Great-Britain from Oporto,—while the inhabitants of North and South America and other countries out of Europe have only to pay 6*d.* per pipe. Great-Britain, therefore, has for the last ten years been paying to Portugal an annual tax of £150,000, from which other nations have been exempt. If this tax has been unjustly levied, the British Government is bound not only to obtain a restitution of the monies so improperly raised, but to prevent a continuance of such an invidious proceeding on the part of the Portuguese Government towards British subjects. The treaty of 1842 is about to expire,—how much better would it be now at once, and without delay, to arrange this question,—not as to the past, but as to the future? A little mutual concession on both sides might do much.

A doubt which has never been cleared up for ten years cannot now be settled by force; or if it be so, a heavy responsibility will fall upon Great-Britain. The present Government of Portugal are most liberally disposed. Our Minister in Lisbon is an able diplomatist, and it is greatly to be desired that he be fully empowered to bring the question to a close.

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## ADDITIONAL REMARKS.

1st July, 1853.

By decree of the 11th October last, the Portuguese Government equalized their export duties on port-wine to all the world, and reduced them two-thirds of the original tax on all wines shipped from Oporto to ports in Europe,—so that with respect to treaty engagements with Portugal, Great-Britain has no longer cause of complaint; but as the separation of qualities still exists in the Alto-Douro, bilhettes or permits maintain their former value of about £3 per pipe. Port-wines cannot yet compete with the wines of other countries, which are grown so much cheaper, and shipped without any obnoxious restrictions or taxes.

## CHAPTER VII.

## WANT OF ROADS AND INTERNAL COMMUNICATIONS.

*"Quiconque a visité le Portugal, sait combien on trouve de difficultés pour y voyager, même pour se rendre simplement d'un endroit a l'autre."*—Bonnet, sur le Royaume de L'Algarve.

PORTUGAL is very thinly inhabited.\* The province of Minho is the most populous, and the provinces of Alem-Tejo and Estremadura are the least so. 'Dame Nature' farms one-half the country, and the other half is but very imperfectly cultivated.

The poverty of the inhabitants in the interior is equal to that of the Irish. The wretchedness of their condition checks marriage, and promotes clandestine intercourse.† The proportion

\* The extreme length of Portugal (between Melgaço and Cape Santa Maria) is 94 leagues (18 to the degree); the extreme breadth (between Cape Roça and Campo Maior) being 36 leagues.

According to Balbi and others, in area Portugal contains about 35,000 square miles; and by the census of 1851, her population in 1850 was estimated at 3,814,771 souls. Ireland is about 32,500 square miles in extent, and its population may be estimated at 6,500,000; giving, therefore, 200 inhabitants to each square mile in Ireland, and 108 in Portugal.

The area of Portugal is calculated by Da Costa at 2950 square leagues, or (at 7,673,636 square braças to the league) at 22,637,226,200 square braças, or 26,762,063 English acres; of which only 233 leagues, or 1,787,957,188 braças, or 2,113,749 English acres (or barely one-thirteenth part of the whole area), are cultivated as grain lands.

† The '*Roda dos Expostos.*' (The Wheel for Foundlings.)

According to the Government statistieks there existed on the 30th June, 1851, in the kingdom of Portugal and islands 33,835 foundlings, supported by the publick, at the annual expense of 241,820 \$ 411 rs., or £ 60,457 sterling.

From June, 1850, to June, 1851, 14,935 children appeared in the "wheel." The total number of deaths during the year was 8246!

In the capital, between the 1st of July, 1851, and the 30th June, 1852,—2352 foundlings were deposited in the "wheel;" and of these, 539 died in the house, and 1140 out at nurse, making the number of deaths in Lisbon alone 1679.

The total number of foundlings in Lisbon on the 30th June, 1852, was 9612, and



of births of illegitimate children is calculated at  $7\frac{1}{2}$ \* per cent. with reference to the whole country, and to 10 per cent. in the principal cities.

The proportion of married to single is about 1 in 173 in some parts of Portugal!

There is not a town in the whole country where there is not a '*caza da roda*,' (literally, a *house with a wheel*, or foundling hospital,) in which legitimate or illegitimate children may be deposited indiscriminately, and on the ringing of a bell passed into the interior of the establishment without any enquiries being made in the matter!

The climate of Portugal is beautiful, and in most parts the soil prolific; yet the whole face of the land betrays the fact that Portugal, once so renowned, is so no longer—that as other countries have progressed in civilization, *she* has sadly retro-

at Oporto 1605; making a total of 11,217, or about one-third of the grand total of all the '*expostos*' in the entire kingdom and islands!

The *roda* was instituted for the prevention of infanticide. The mortality of the foundlings seldom averages less than 50 per cent.! Verily, as my Lord Brougham says, "*Le tour — c'est la plus belle petite machine de demoralisation que je connaisse.*"

Our friend Claudio Adriano da Costa, in his able writings on this subject, observes, "The misplaced charity awarded to concubinage in Portugal amounts to communism in its effects. This promiscuous sexual intercourse is a propensity which not only infects the cities, but actually spreads itself over the face of the whole country. In proportion as illegitimate procreation is favoured, matrimony and an industrious and legitimate population will decline, and mendicancy and vagabondism prevail."

"The *roda*," says Dr. T. de Carvalho, "is the *açougue* (the slaughter-house) for children.

"The *roda* is in itself a permanent and legal, although indirect means of infanticide,—a wheel of razors into which a *discreet*, but false, commiseration places the necks of the innocent foundlings.

"Ahaixo a roda dos expostos!" (Down with the wheel!)

In the '*Statisticks*,' p. 175, through the friendship of our respected colleague of the Order of Sts. Maurice and Lazarus, the Commandeur Dr. Assis, of Oporto, we are able to present a correct statistical account of the number of children placed in the '*wheel*' at Oporto from the year 1840 to that of 1852, both inclusive, together with a statement of the mortality year by year.

\* Bad as matters are in Portugal, let us look at home—to Protestant, moral Britain—and we find that in England and Wales the number of births in the year 1851 was 615,865, amongst which were 42,000 *illegitimate* children officially registered, being at the rate of 8 per cent. on the entire number of children born!



graded. Her once noble halls and palaces, convents and monasteries, savour but of one general loneliness and ruin.

There still exist numerous proofs that in the time of the Cæsars\* there were roads in Portugal, but now, in this age of railway mania, it will hardly be credited† that the Government mails‡ between Lisbon and Oporto are still conveyed on horseback at the rate of three miles an hour—that horses are never used for draught (excepting in the large cities, and only there for carriages)—that there is neither coach, omnibus, nor *dilligence*, nor even a carrier's cart in communication between the capital and the second city in the kingdom—that there is no public conveyance of any kind throughout the whole country except in Lisbon and Oporto (see *Statisticks*)—that travellers can only move from place to place on mule or on horseback, or in *litteiras* (sedan-chairs suspended between mules)—that with the exception of the vicinities of Lisbon there is hardly a carriage-road of twenty miles in extent proceeding from any one city, or point in the country—that in the interior not only are there no roads§ worthy of the name, but

\* A Lisbon historian relates that (95 years B. C.) Adrian being expected to visit the country, military roads were made from place to place, and that vestiges of these roads still exist.

† Claudio A. da Costa writes, "A few shillings at times would fill up a gap on the roads I passed over, but which, for want of that filling up, will now cost many pounds to repair." The same author continues, "Holland (which in extent is barely equal to our Alem-Tejo and Traz-os-Montes) has been able to overcome the very ocean, and enrol itself amongst the nations of Europe: *we* (Portuguese) alone without any of these difficulties, with double the territory, with half as many more people, with a beautiful climate, and the best geographical position in the world, stand still! we still pursue the feudal system of travelling, and carrying our baggage on horse or muleback, with a running footman, not at our heels, but to guide us on our way! Our carts (and amongst the semi-barbarous nations there are no vehicles of ruder construction) travel two leagues (six miles) per day."

‡ "The index by which in modern times nations mark the comparative degrees of civilization, is by the movement of their mails." ("*O index, onde mais notavelmente as nações modernas vão marcar os graus da sua civilização, é o movimento do correio.*" (C. A. da Costa.)

§ In the 'Nacional' of Oporto, of the 6th May, 1852, it is stated that a *dilligence* had commenced running the day before between Oporto and Famalicão (a distance of about 15 miles), an event which caused so 'agreeable a sensation,' that the names of the passengers are duly registered in testimony of the fact! The following is a verbatim translation from the periodical.

"In the *dilligence* were the Baron de Massarellos, A. G. dos Santos, Richard Brown,

the very streets and thoroughfares are converted into mere nurseries for manure—and that the quickest and indeed the only mode of conveying heavy goods from one part to another is in bullock-carts, and, for light goods, on mules, or on the backs of Gallegos. In a word, half a day's journey in any direction from the cities of Lisbon or Oporto towards the interior will acquaint the traveller with the real state of the entire country.

A friend of ours once facetiously remarked, that "Portugal, with reference to all other countries, has proved herself to be in advance of the times, inasmuch as that where other countries have for many years past been expending enormous capitals in the construction of canals and common macadamized highways (which now, by the introduction of railroads, are rendered useless), she (Portugal) has wisely saved herself this needless expense, and is free, unshackled, and the more prepared to enter into the grand improvements of the age."\* Our friend is right in his conclusions, although fearfully severe in his strictures; yet, when we recollect that a celebrated Count once rose in the House of Peers in Lisbon (when a measure was brought before the Chamber for the improvement of the mode of communication between the capital and the provinces) and exclaimed, "Estradas! estradas! para que queremos estradas? se não fôr para facilitar a invasão pelo amigo vizinho!" ('Roads! roads! where is the use of roads, unless it be to facilitate the invasion of the neighbouring enemy?—meaning Spain,) we are no longer surprised at our friend's remark.

Next to the want of roads, we are compelled to notice that there are also no canals, and that the rivers still roll over the same rocks and shallows as their waters washed ages ago when the royal Thracian gave Portugal its name.

The principal rivers are the *Minho*, the *Lima*, the *Douro*, the *Vouga*, the *Mondego*, the *Tagus*, the *Sado*, and the *Guadiana*; the first and the last serving as partial boundaries between Portugal and Spain.

The *Tagus* and the *Douro* may probably have especial mention

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J. G. Monteiro, A. de A. Campos, B. J. Machado, Carqueija junior, G. Teixeira, and others. This vehicle produced an agreeable sensation, and everybody wishes that no time may be lost in generalizing such means of communication."

\* See Mr. Alexander Findlater's 'Notes of Travel,' addressed to the 'Amicable Club' of Dublin.

under another head of this Essay; all the other rivers of the country, vying with each other in picturesque beauty, meander altogether neglected through olive-woods and orange-groves, vineyards and corn-fields—either bank literally teeming with the richest and almost spontaneous productions of nature.

By the help of a few dredges and some very simple engineering, all these smaller rivers might be made navigable for large barges and small steamers to the distance of several miles into the interior; and by blasting a few rocks, their bars or entrances might be made accessible to vessels of good size. Yet each and all are totally neglected. The Mondego, year after year, overflows its banks, changes its course, and, burying hundreds of once fertile fields under the vast quantities of sand which it annually deposits, reduces them to sterility.

The Vouga in like manner changed its course, owing to the obstructions of the bar, which actually shifted fifteen miles from its original position; and notwithstanding the grand work undertaken at Aveiro by the Government in 1808, the fertile plains and productive salt-pans of the district between Aveiro and Ovar were all laid under water, and remain one extensive and unreclaimed morass.

The ports in the Algarve are the most accessible in the whole country.

From the Tagus to Vigo (in Spanish *Galiça*) there is not a single harbour\* in which an unfortunate vessel may seek shelter; and so rapidly at times does the Douro-bar rise, that the pilot and fishing-boats, unable to re-enter the river, make for the fishing-hamlet Matozinhos (a little to the north of Oporto), and, as a last resource, run their launches on shore. Sometimes the unfortunate crews are rewarded for their daring, but more frequently both boats and men are lost.† A glance

\* For British Harbours of Refuge in 1852-3, a sum was granted equal to £226,000, and for other harbours £106,549: total £332,549. (See Estimates for Civil Services, 261, 18th March, 1853.)

† Mr. Robert William Woodhouse, son of our friend and countryman Robert Woodhouse, Esq., of Oporto, and whose residence is at Matozinhos, a short time ago gallantly saved the life of a drowning fisherman, whose boat had been wrecked on the coast; and for this meritorious act Mr. R. W. W. was presented with a golden medal by the Royal Humane Society of London, and with the cross of the Order of 'Conceição' by Her Most Faithful Majesty the Queen of Portugal.



at this coast shows how much requires to be done, and how much might be done, comparatively at little expense.

Half a mile further north of *Matozinhos* is a reef of rocks at a short distance from shore, called the '*Leixões*,' in a continuous curved line, partly under water, uniting with the coast at the little chapel of *Nossa Senhora da Boa Hora*. What a harbour of refuge might not be formed here!\* Would that the Government of Portugal were in a position to attend to such works of universal benefit.

The late visit of the Royal Family to the provinces of the north will, we trust, be the commencement of a new era in Portugal, as now their Majesties and suite, having travelled by land, are able to form for themselves a perfect judgment as to the real state of the country. The Municipal authorities in some places were able to stop up a few of the gaps in the roads to enable the royal party to pass; but even temporary measures like these were impracticable in the neighbourhood of the Gerez mountain, so that the magnificent scenery of that district (which is still the abode of the wild gazelle) was beyond their Majesties' reach.

Perhaps this was a fortunate circumstance, as the King appears to have expressed himself most anxious to promote, as much as is in his power, the improvement of the means of communication throughout the kingdom, declaring that he would not cease in his labours until the road between the two capitals should be completed.

From this well-timed visit Her Most Faithful Majesty and Her Royal Consort have literally mingled with their people, become the patrons of the Humane Society of Oporto (established by private subscription since the melancholy loss of the '*Porto*' steamer † on the 29th of March last), and by their con-

\* If we remember rightly, Admiral Sir George Sartorius, (Viscount de Piedade,) when commanding the Constitutional fleet in 1832-3, proposed to the Emperor Dom Pedro a very simple but effective and inexpensive means of forming such a harbour as we have referred to. The gallant Admiral is, we believe, at present in Lisbon; and we do hope that he will, in addition to the numerous and most important services which he has already rendered to Portugal, again come forward and renew his project. If he do so, we shall have no fear as to the results; the scheme being as simple as it is beautiful.

† On the 29th March, 1852, the '*Porto*' steamer, having vainly attempted to



deseension and anxiety to promote the general happiness of their subjects, have so won the hearts of the inhabitants of the 'unconquered city,' that in one day a company was formed, and an immediate capital of £ 100,000 raised for the completion of the road between Oporto and Lisbon, with the declared and loyal object of enabling their Majesties the more frequently to visit their faithful subjects of the north.

The new Civil Governor (the Viscount de Pudentes) will no doubt receive the support of the Government in carrying through this spirited undertaking. The Minho Road Company have also received their Majesties' encouragement to proceed with the Braga, Guimarães, and Penafiel roads. The bar of the Douro is likewise again a subject under the consideration of the Government; and we understand that the author of the 'Surveys of the River Douro and of the Port-Wine Districts' has intimated his intention to lay before Her Most Faithful Majesty his project for the removal or amelioration of the numerous obstacles to the navigation at present existing on the Douro between the bar and the Spanish frontier.

Similar projects will doubtless again be called forth for the improvement of the Tagus and the Mondego; and Mr. Moser's scheme for establishing small steamers on the Minho may at last find favour with the two Governments. A railroad between Lisbon and Santarem is already contracted for, and others are projected.

The adoption of measures like these would materially tend to

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proceed on her voyage to Lisbon, put back, and made for Oporto. After having crossed the bar she struck on a sunken rock, unshipped her rudder, necessarily became unmanageable, drifted on the rocks, broke to pieces in a few hours, and in sight of land—nay more, within hearing of the countless crowds congregated on the beach—about sixty unhappy beings met with a watery grave. Since this melancholy event the mercantile community of Oporto have established a Humane Society at Sam João da Fóz, for the specifick object of saving lives from shipwreck; and we feel a pride in recording that a considerable proportion of the subscriptions raised for this purpose was contributed by British houses. Emanuel de Clamoasse Browne, Esq., the original promoter of the Society, (a gentleman whom some of his sincere friends characterize as "pure gold without alloy," and others as being one "who speaks ill of no man, and of whom ill was never spoken,") is the Managing Director of the Institution. Monseigneur the Bishop of Oporto, the philanthropick Dom Jeronimo, is Vice-President; the Infante Dom Pedro, President; and their Majesties the Queen and King Consort, Patrons.

the prosperity of the country ; and to each and to all of them, like good masons and veteran cosmopolites, we emphatically and sincerely exclaim, 'So mote it be.'

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ADDITIONAL REMARKS.

1st July, 1853.

Nearly a year has elapsed since the above observations were written, and we grieve to say, that we have it not in our power to record any very material improvements in the internal communications of the country. The scheme of the Viscount de Pudentes and His Majesty El Rei Dom Fernando has fallen to the ground, owing to the opposition of a strong party in the capital who have resolved to have railroads, or that the country shall go without roads altogether. Money continues to be collected for the improvement of bar-harbours, but the works have not yet been commenced !

When we began this Essay, we observed so much enthusiasm in favour of roads, such anxiety manifested for opening internal communications, improving rivers, constructing canals, that in our Chapter on Railroads we were led to suppose that Portugal would 'shoot ahead,' and her inhabitants' minds and bodies travel by electricity and steam as do those of all other people now-a-days. But we see our error ; the Portuguese are apparently indifferent as to what kind of communications be opened, whether after Watt or after M<sup>c</sup>Adam, or, perhaps, whether they be opened at all. Withal, we cry 'Roads ! roads ! roads !'—give the people roads whether they will have them or not, or cease to legislate for them altogether. It is not enough that they in most matters be allowed to think for themselves, if they are tied hand and foot. How can they walk, move, progress, without roads ? And are they to be doomed to wait until *agiotagem* be again established, and new railroads, like so many bubbles, be projected ? Good lines of roads were laid out in by-gone years of prosperity—let these be repaired at least. There lies the material at hand for the purpose, and in less time than it would take to pass a railroad bill through the

Cortes,—with one stroke of the pen, ordaining that the work should be done, the whole kingdom would become at the same instant like a hive of bees, and in one short season the face of the country would be changed, and province with province communicating together. It is evident that for the present railroads cannot be generalized in Portugal; but until they become so, is civilization to stand still? Are the waters of the Douro to be checked in their downward course, because some wild adventurer or jobber insists upon having a railroad on the river's banks? Let the Government pause before it lends itself to such folly. Let it be remembered, that at certain seasons the Douro rises to a fearful height, overflows its banks, and carries away everything before it that may not be above the highest level. Think of the undulated mountain and rocky line which such a road must take; the number of viaducts and bridges requiring to be built; the unpopulated country through which it would pass; and, after all, that the only revenue likely to be derived from the undertaking would be from the transporting wines and grain by land instead of by water, as at present is the case. In another place\* we shall speak more fully on the subject, so as at all events to enable capitalists to enter into this new scheme with their eyes wide open.

We are gratified in being able to mention that Mr. Moser (the spirited projector of the improved navigation of the Minho—of the coasting steam navigation—of several Minho roads—and of steam navigation between Portugal and the Brazils) has already partially succeeded in his enterprises. One screw steamer is already plying along the coast from the Minho to the Guadiana, and two small steamers appropriate for the Minho traffick are being built; but we have not been able to ascertain that any material improvement has even been commenced in the communications in the interior of the country. In vain do able and patriotick men boldly step forth powerfully and energetically to express their sentiments on

\* The Author is about to lay before the Governments of Spain and Portugal his long-conceived project for the improvement of the navigation of the river Douro, with a view, by uniting that river (by means of railroads and canals) with the Ebro, of opening direct communication with the Mediterranean, and affording an excellent outlet for the produce of the fertile provinces of Leon, Castile, Aragon, and Catalonia, by the bar of Oporto.



civilization and improvement; in vain do the journals of the two capitals teem with ably written articles addressed to the people, calling upon them to join together in the one grand cause of reform and improvement.

*"The King of France, with twenty thousand men,  
Went up the hill,—and then came down again."*

The *Cortes* meet, cavil, oppose addresses to the throne, impeach Ministers, call worthy peers thieves and robbers, then part—to meet again!

But perhaps this is all for the best, as it will place the dictatorship in the hands of the Government, and enable Ministers, if they choose, to act first and to consult the *Cortes* afterwards. We cannot blindly subscribe to the adage, that in the multitude of council there is always wisdom; for our own part, we had rather be subject to the one than to the many; and in the present instance we are intimately persuaded that it would tend most to promote the real interests of Portugal if the *Cortes* were to be allowed to rest a year or two from their labours.

*Amount voted by the Portuguese Government for the construction of  
Roads in Portugal, during the year 1853.*

A comissão de fazenda sob proposta da comissão de obras publicas distribuiu a receita do imposto para as estradas para o anno economico futuro da maneira seguinte:

<i>Estradas. (Roads.)</i>	
De Vianna a Braga . . . . .	12,000 \$ 000
Do Porto a Amarante . . . . .	12,000 \$ 000
Da Regua a Bragança, por Villa Real . . . . .	12,000 \$ 000
De Aveiro a Albergaria . . . . .	4,000 \$ 000
De Vizeu a Mealhada . . . . .	12,000 \$ 000
De Coimbra a Mealhada } . . . . .	6,000 \$ 000
De Coimbra a Condeixa }	
De Coimbra a Thomar . . . . .	10,000 \$ 000
De Castello Branco a Abrantes . . . . .	6,000 \$ 000
De Lisboa a Mafra . . . . .	4,000 \$ 000
Do Carregado as Caldas . . . . .	10,000 \$ 000
De Alhandra a Torres Vedras . . . . .	7,000 \$ 000
Da Moita a Setubal . . . . .	12,000 \$ 000
De Santarem a Torres Novas, por Pernes . . . . .	6,000 \$ 000
De Aldêa Gallega ao Caia . . . . .	50,000 \$ 000
De Alcaeer a Faro, por Beja . . . . .	20,000 \$ 000
Conservação das estradas, reparos extra-ordinarios e estudos graphicos . . . . .	20,312 \$ 440

Somma . . . . . 203,312 \$ 440  
= about £ 51,000

*Division of the Portuguese Territories for the regulation of the election of Deputies, with the number of members required for each circuit or division.*

*Mappa dos circulos eleitoraes em que se divide o continente do Reino, as ilhas adjacentes, e as provincias ultramarinas; e do numero de deputados que hade ser eleito por cada circulo.*

Districtos administrativos. Administrative districts.	Circuitos eleitoraes de cada districto administrativo.	Cabeça ou capital de cada circulo eleitoral. Places where the elections are held.	Numero dos fogos. Number of hearths.	Numero dos deputados. Number of deputies.
Vianna . . . . .	2	Arcos de Val de Vez . . . . .	27,279	4
Braga . . . . .	3	Vianna . . . . .	19,216	3
		Braga . . . . .	28,647	4
		Barcellos . . . . .	19,998	3
Porto . . . . .	4	Guimarães . . . . .	27,075	4
		Porto . . . . .	25,550	4
		Porto . . . . .	32,098	5
Villa Real . . . . .	2	Amarante . . . . .	14,575	2
		Penafiel . . . . .	25,057	4
		Chaves . . . . .	26,235	4
Bragança . . . . .	2	Villa-real . . . . .	19,880	3
		Bragança . . . . .	20,945	3
Aveiro . . . . .	3	Moncorvo . . . . .	13,010	2
		Aveiro . . . . .	22,345	3
		Feira . . . . .	20,262	3
Coimbra . . . . .	3	Oliveira de Azeméis . . . . .	18,821	3
		Coimbra . . . . .	32,954	5
		Louzã . . . . .	21,218	3
Vizeu . . . . .	2	Figueira da Foz . . . . .	13,357	2
		Lamego . . . . .	30,016	4
		Vizeu . . . . .	47,416	7
Guarda . . . . .	2	Guarda . . . . .	30,075	4
		Trancoso . . . . .	23,162	3
Castello-branco . . . . .	1	Castello-branco . . . . .	34,587	5
Leiria . . . . .	1	Leiria . . . . .	33,670	5
		Cintra . . . . .	13,368	2
		Lisboa . . . . .	32,933	5
Lisboa . . . . .	5	Lisboa . . . . .	33,469	5
		Setubal . . . . .	14,742	2
		Torres-vedras . . . . .	14,497	2
Sautarem . . . . .	2	Abrantes . . . . .	20,933	3
		Sautarem . . . . .	22,236	3
Portalegre . . . . .	1	Portalegre . . . . .	23,384	3
Evora . . . . .	1	Evora . . . . .	23,317	3
Beja . . . . .	1	Beja . . . . .	31,314	5
Faro . . . . .	2	Faro . . . . .	24,068	4
		Lagos . . . . .	14,575	2
	37		896,284	131
ILHAS ADJACENTES. ( <i>Adjacent Islands.</i> )				
Funchal . . . . .	1	Funchal . . . . .	26,116	4
Angra do Heroismo . . . . .	1	Angra do Heroismo . . . . .	15,837	2
Horta . . . . .	1	Horta . . . . .	14,914	2
Ponta-delgada . . . . .	1	Ponta-delgada . . . . .	23,349	3
	4		80,216	11

*Division of the Portuguese Territories—continued.*

PROVINCIAS ULTRAMARINAS. (*Ultramarine Provinces.*)

Distritos administrativos. Administrative districts.	Circuitos electorales de cada distrito administrativo.	Cabeça ou capital de cada circulo eleitoral. Places where the elections are held.	Numero dos fogos. Number of hearths.	Numero dos deputados. Number of deputies.
Cabo-verde, Bissau, e Cacheu . . . . .	1	S. Thiago . . . . .	—	2
Angolla e Benguella . . . . .	1	Loanda . . . . .	—	2
S. Thomé e Principe . . . . .	1	{ Cidade de Santo Antonio da Ilha . . . . . }	—	2
Moçambique . . . . .	1	Moçambique . . . . .	—	2
Estados de Gôa . . . . .	1	Gôa . . . . .	—	4
Macáo . . . . .	1	{ Cidade do nome de Deos de Macáo . . . . . }	—	1
Solôr e Timôr . . . . .	1	Deli . . . . .	—	1
	7		—	14
	48		976,500	156

*Great-Britain and Ireland. Population in 1851.*

Great-Britain.	Houses.	Persons.	Members of Parliament.	Births.	Deaths.	Marriages
England and Wales . . . . .	3,460,393	17,922,768	498	615,865	395,174	154,206
Scotland . . . . .	380,984	2,870,784	53	no return	no return	no return
Islands in British Seas (Jersey, Guernsey, and Man) . . . . .	23,105	142,716		no return	no return	no return
Total . . . . .	3,864,482	20,936,268	551	—	—	—
Ireland . . . . .	1,115,007	6,515,794	105	no return	no return	9,339

(See Parliamentary Papers.)



*Portugal. Population in 1850.*

Provinces.	Dis- tricts.	Cir- cles.	Houses.	Inhabitants.	Depu- ties.	Births.	Deaths.	Marriages.
Alem-Tejo . . .	3	3	78,015	284,831	11	11,584	9,182	2,476
Algarve . . .	1	2	38,643	141,027	6	6,567	3,848	1,206
Beira . . . . .	5	12	293,091	1,131,205	43	35,544	25,630	7,724
Estremadura . .	3	7	185,785	748,461	28	19,224	18,097	5,133
Minho . . . . .	3	9	219,505	856,344	33	25,908	15,782	5,551
Traz-os-Montes	2	4	80,070	309,331	12	10,289	6,304	2,255
Islands . . . . .	4	4	80,216	343,572	11	12,545	6,913	1,992
	21	41	975,325	3,814,771	144	121,661	85,756	26,337

*Area of Great-Britain and Ireland.*

116,700 square miles.

Population 235 to the square mile.

*Area of Portugal.*

About 35,000 square miles.

Population 108 to the square mile.

*Mortality.**In the United Kingdom,*

1 in 46.

*In Portugal,*

1 in 40.

The postal expenditure (foreign and domestick) of Great-Britain in the year 1852 was £ 1,293,418. 10s. 2¾*d.*, and the receipts were £ 2,422,168. 4s. 1¼*d.*, there being no charge on newspapers and only a penny postage on letters.

In the same year the Portuguese postal expenditure was Rs. 14,798 \$ 700 (or about £ 3400), and the receipts were Rs. 125,005 \$ 000 (or £ 28,647. 7s. 11*d.*),—the domestick postage of that country being about two-pence farthing each for letters.

The rate of postal travelling in Great-Britain is about 30 miles per hour, and in Portugal 3 miles per hour.

In the principal towns of Great-Britain there are several deliveries of letters daily, which may be averaged at three.

In Lisbon and Oporto there is but one daily delivery, and in the interior of Portugal only about three deliveries weekly.

From these statisticks we find, that in Great-Britain letters are conveyed to all parts of the kingdom at least ten times as quickly as is the case in Portugal, and at half the expense; and that in Great-Britain the publick pay a merely nominal rate of postage, but which leaves one hundred per cent. clear profit to the Exchequer; whilst the Portuguese publick pay at least seven hundred per cent. for the conveyance of their letters more than the postal expenses incurred, and without enjoying one-thirtieth part of the advantages arising to the British nation at large from their admirable postal system.

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Portugal has this day adopted the system of postage stamps, at the rate of 25 reis (about 1¼*d.*) for ⅓ths of an ounce, adding the same amount for every additional quarter of an ounce; but still her mails between the capital and the principal cities in the interior are forwarded on horseback at the rate of one league per hour; and the intermediate or branch posts are sent by juvenile pedestrians, who carry the bags on their backs. (See the Oporto Post-Master's Notice, dated 1st July, 1853.)

Newspapers in Portugal are not stamped as in Great-Britain, for this reason,—they are made to pay from 10 to 30 rs. (½*d.* to 1½*d.*) each, or about half or at times more than the cost of the periodical.

## CHAPTER VIII.

DEFICIENCY OF INFORMATION IN THE COUNTRY GENERALLY UPON  
COMMERCIAL AND MANUFACTURING QUESTIONS, OR OTHER  
CAUSES.

PORTUGAL, as we have said, is neither a commercial nor a manufacturing nation.

The chief commercial establishments in the country originated with foreigners.

In the interior especially there exists no enterprise on the part of the proprietors of the soil, no anxiety for improvement, but, on the contrary, a horror of innovations of any description — with an apparent determination rather to allow their estates to fall into utter abandonment than stain the escutcheon of a long line of ancestors by embracing the spirit of the age. After a youth's education is completed, he is either made to study the law, or to acquaint himself with general matter to prepare him for the holding some civil appointment — or he is "sent soldiering," a profession, in which, as every man gets a step as the natural consequence of revolution, promotion is rapid, and honours not difficult to acquire.

Lisbon and Oporto are Portugal; the country itself being a mere dead letter.

Monopoly and high duties have been long resorted to for the protection of native manufacturing establishments. Some of these are beginning now to thrive, although not to the extent they might do, if the more solid encouragement of admitting raw materials and machinery into the country, free of duty, were to be adopted.

For a quarter of a century past, we have read in the respective Ministers' budgets that roads were being projected, factories encouraged, and navigable rivers improved. But in common honesty, let us judge of the case as it really stands. Would



that we could paint a more agreeable picture—from our heart we would dedicate ourselves to the undertaking.

A rolling stone gathers no moss!

A country rent by internal faction can never advance in civilization.

The “War of the Brothers,” in 1832-3, exhausted the Portuguese exchequer and plunged the country into difficulties insurmountable—difficulties which successive revolutions have by no means tended to diminish,—difficulties, in fine, to which is mainly to be attributed the deficiency of information amongst the Portuguese people upon some of those subjects on which their welfare, and perhaps national existence, depend.

Let us extend the mirror for the reflection of the facts, and we see an empty treasury,—an enormous foreign debt,—the alienation of Crown property,—the monarchy almost reduced to a nominal existence,—the Sovereign most undeservedly shorn of her splendour and her power—her own and her royal consort’s will disregarded—the confiscation of church lands—a vastly augmented expenditure—an army in which almost every fourth man bears a commission—a navy existing only upon paper—a constantly changing government—a detestation of innovations—a jealousy of foreigners—a doggedness in continuing to do precisely what their forefathers did—an anticipation of revenue—an increased taxation—a prohibition to export the country’s productions to foreign countries—restrictions on the importation of foreign goods which are known not to be intended for the consumption of Portugal itself—increased impediments to the progress and prosperity of native agriculture, manufactures, and commerce—still stronger protection afforded to monopolies—the wanton expenditure of publick money—a recklessness to the improvement and education of the humbler classes—a marked repugnance to the facilitating the means of communication between one part of the country and another . . . . These are some of the most palpable results of the civilizing revolutions of the last twenty years in Portugal.

It sometimes occurs that a country may be more adapted to one form of government than another.

It has been seen that Rome was never intended to become a

republick, and that France is so, merely in name. Sudden and absolute freedom in Russia would subdivide the empire, and involve the world in war. The transition from a despotick to a constitutional government in Portugal was too sudden; the people were not prepared all at once to cease to be dependent: they knew not themselves, nor of what they were capable; and a succession of revolutions since 1832, absolutely retains and fetters them under the same uncertainty.

The blow once struck, the great change and liberty, as it is termed, proclaimed under a firm and consistent government, a country ought to prosper; but where under the same style and form of rule in one year absolute liberty of thought and action is proclaimed, and then in a few short years afterwards, under the pretext of preventing anarchy, the most despotick measures are again resorted to, for restraining that freedom which had been promised and actually given, no very favourable result need be looked for.

Portugal, during the life of Dom Pedro, began to advance. The emperor saw the necessity of encouraging the commercial and the agricultural interests of the country, and gave full liberty to the exportation of the excess of produce to other countries.

This change was evidently too sudden, and did not produce the effect all at once that had been anticipated; but just as the reaction was taking place, liberty was enchained, and the agriculturist peremptorily ordered to consume the superabundance of his produce himself.

One who measures out a piece of ground and travels it over backwards and forwards consumes a certain time, and covers a certain distance,—another has the same distance marked out for him, and to a given point,—this point he attains, while the former, if not absolutely stationary, has certainly not progressed. So it is with Portugal. This state of things checks commercial enterprise and manufacturing improvement—and causes that lamentable deficiency of information on these subjects, which is so palpably visible in the country.

We would not willingly discuss politicks. We make our reflections from ocular observation. It is neither our province

nor our object to advocate any material changes in the constitution of the monarchy—for we know, and are known of, the best men of all parties, and nothing would please us more than to see them all united in sentiment: what we lament is, that one government succeeds another without effecting more good for the country than has been effected by their predecessors, and that Portugal, so rich in natural resources, does not advance in prosperity.



## CHAPTER IX.

THE EFFECT OF THE PRESENT HIGH DUTIES ON THE WINES OF PORTUGAL, AND THE PROBABLE EFFECT THAT WOULD RESULT FROM A REDUCTION OF DUTY.

THIS subject we must consider solely with reference to the enormous duty of about £ 34 per pipe levied in Great-Britain on wines generally—of all qualities, from all countries—and therefore chargeable on port-wines.

In the year 1823, when our population was 21,282,966, Great-Britain consumed port to the extent of 51·44 per cent. of her total imports of wine, whereas 22·27 per cent. was the extent of her consumption of sherries. Now that our population is about 27¼ millions, we only drink 40·20 per cent. of port, while we actually consume 40·33 per cent. of sherry.

The *decrease* in 'home delivery' of ports in 1851 was 290,204 gallons.

The *increase* in 'home delivery' of sherries in 1851 was 64,346 gallons.\*

The consumption of French wines has also greatly increased all over the globe.

In the year 1827 the total export from France was 107,027,754 litres = 23,546,106 gallons.

In the year 1850 the total export was 191,065,400 litres = 42,034,388 gallons.†

The proportion of French wines consumed by Great-Britain

In 1827,	was 4·56	per cent.
In 1850,	was 5·29	„
And in 1851,	was 7·12	„

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\* See Messrs. M. Clark and Son's Circular in May last (1852).

† See Mr. Porter's Evidence.

Since 1826, our consumption of wines of all sorts has experienced little variation, the annual average being little more than the total consumption of last year, or 6,280,653 gallons; but in the last half century, or between the years 1801 and 1851, the following extraordinary decrease in the consumption of wines, and increase in the consumption of malt and spirits in these kingdoms, is to be remarked.

In the year 1801 the consumption of wine per head, taking the whole population together in the United Kingdom, was 0·431 gallon.

In the year 1851 that consumption had diminished to 0·230 gallon, making a decrease per head equal to 48 per cent.

In the year 1801, each individual subject of the United Kingdom contributed to the revenue, by means of his consumption of wine, the sum of 2*s.* 8¾*d.*

In the year 1851, each individual contributed to the revenue the sum of 1*s.* 3½*d.*, making a difference of 52 per cent. less of average contributed per head, in 1851 than in 1801.

In the year 1801, the average consumption of malt per head was 1 $\frac{9}{100}$ ths bushels.

In the year 1851, it was 1 $\frac{47}{100}$ ths bushels, so that in half a century there has been an increase of 22½ per cent. in the consumption of malt.

In the year 1802, the consumption of spirits per head was 0·71 gallon.

In the year 1851, that consumption increased to 1·05 gallon, so that the increase in the consumption of spirits in the half century has been 48 per cent., or exactly the amount of the deficiency in wine.\*

It is also worthy of observation that in 1823, when the duty on Cape was 3*s.* 0½*d.* per gallon, the proportion of Cape consumed was 11·46, and in 1851, when the duty was only 2*s.* 9*d.* and 5 per cent., the proportion is reduced to 3·74 per cent. Madeira, too, is another singular instance of the change in taste, having fallen from 6·68, as it was in 1823, when the duty was 9*s.* 2½*d.*, to 1·14 per cent. in 1851, when the duty was 5*s.* 6*d.* and 5 per cent., — a difference which has been made up by an increase from 1·64 to 6·28 in Sicilian wines.

\* See Mr. Porter's Evidence.

From these statisticks, therefore, it may be seen that the consumption in Capes, Ports, and Madeiras, has experienced a positive and enormous decrease, without reference even to the increased population, whereas French, Spanish, and Sicilian wines have come greatly into use; hence it cannot be doubted that as great a change has taken place in our taste as wine-drinkers, as has occurred in our general habits. Sherry and Marsala are light wines, in comparison to the ordinary class of ports, and on this account the former are preferred.

Wine, too, is drunk now principally at dinner, and not after dinner as it used to be, and when port-wine was in fashion.

Spain, France, and Sicily have catered for and kept pace with our improving tastes, supplying us with such wines as we prefer; while Portugal alone, in spite of the doleful experience of past years, and of the unprogressive state of her wine exportations, not only refuses to allow her light wines to be shipped to this country, but, on the establishment of the present Oporto Wine Company, passed a law in which it was determined that all port-wines possessing superabundance of body, colour, and richness, to adapt them for mixing with other wines, should be set aside for the use of the British people, on our paying about £6 per pipe more than is paid by our transatlantic brethren for the privilege.

With this onus, therefore, it is quite clear that port-wines cannot possibly compete on equal terms with the wines of other countries; neither is their general quality, established by law, assimilated with our improved taste. There are a certain number of persons who from long-contracted habits continue to drink port-wine; and heavy port is a grand ingredient for public-house *negus*, &c.; and for these reasons, with our increasing population, it is probable that we may continue to take the same quantity annually of port-wine from Portugal as we have done for the last century; but as long as the restrictions on the growth of wines in the Alto-Douro, and the duties on exporting Douro wines, continue to be imposed by the Government of Portugal, it is our decided opinion that no change in the British tariff would tend materially to increase the consumption of port, simply because we should still, both in quantity and quality, have to depend upon the sovereign will of the agents of



monopoly. But once let the port-wine trade be thrown open, so that all the wines of the country (unshackled by restrictions and imposts, and made in all their numerous variety of qualities) might be freely exported, instead of the commerce being limited to the one heavy kind described; let the British consumers have the same advantage as the Americans with regard to the importation of port-wine at the nominal duty of *6d.* per pipe; then port-wine, whatever might be the scale of our duties in Great-Britain, would be able to compete with the wines of all the world (which it cannot do at present); and should the duties in the United Kingdom finally be reduced even to *2s.* per gallon, then, as was shown by Mr. Charles White\* before the Select Committee of the House of Commons, in May, 1852, the British consumer might be able to drink excellent port at *1s.* per bottle. This statement is most interesting, coming as it does from one of the oldest and most important distributors in the trade, of the wines of all countries, and must be hailed by the publick with peculiar satisfaction. Moreover, the calculation is made at a *2s.* duty, and not at the *1s.* duty, proposed before the Committee.

Before dismissing this particular branch of the subject, we must again express our conviction, that the abolition of the Douro restrictions must go hand-in-hand with the reduction of the export duties on port-wine, or the grand effect to be produced by the improved and increased cultivation of port-wine will not—cannot be attained. The reduction of the export duties may increase the exportation temporally, because it would enable the grower himself to turn merchant, and change the entire phase of the export trade for a while; but no sooner would the demand increase, than prices would rise in proportion,—the restrictions preventing the necessary supplies,—and the red wines of other countries would again take the place of ports.

The following interesting data we have the power to furnish from original documents in our possession.†

\* See Tables, p. 61.

† Extracted from the commercial books of the house of Offley, Forrester, and Webber, (now Offley, Webber, and Cramp,) of which the Author was for many years an active partner.

*First Cost of Port-Wines and Brandies, with the Shipping Prices on Board at Oporto, from the year 1780 to 1832.*

From 1780 to 1790, the prices paid by the merchant to the farmer for port-wines in a crude state, adding the cost of the cask, ruled from £10 to £12 per pipe, and their shipping prices, according to age and quality, were from £17 to £20 per pipe.

From 1790 to 1800, the original cost from the farmer was about £12 per pipe, and the shipping prices from £20 to £25 per pipe, an older wine then being called for.

From 1780 to 1800, the price of brandy ruled at about £27. 10s. per pipe; but from 1800 to 1807, brandy ruled at £40 per pipe; wines in the crude state at £12. 10s., and shipping prices at £24 to £30 per pipe, according to age and quality.

After the war, farmers' prices (in 1812) opened at £14 per pipe; brandies rose to £70 per pipe, and shipping prices for superior *very old* wines to £50 per pipe; and the shipments to this country were 22,647 pipes, or 1867 pipes more than in the past year 1851.

From 1813 to 1832, the first cost of port-wines in their crude state was about the same as in 1812. Brandy cost from £35 to £60 per pipe, and shipping prices ruled from £33 to £48 per pipe; port-wine, at this period, being estimated according to age, and *absence of colour*—in a word, tawny wines were preferred above all others.

In 1833, the trade being thrown open, neither the prices of wines nor brandies being taxed, as before, by the Company—any one, whether merchant or farmer, obtained the liberty to ship port-wine, and consequently no further authentick statisticks on the subject can be given—except that from 1840 to 1851, tawny wines have been altogether repudiated, and high-coloured rich wines called for—a taste which now, in 1852, is changing back to tawny wines, if old, and to Burgundy port of olden days, if a newer wine be preferred.

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There can be no doubt that port and sherry wines are in reality the *staple* wines for British consumption, as is evident from their position in the per-centage scale, where they occupy  $\frac{1}{3}$ ths of the whole; still it is well known that much Sicilian, Lisbon, and white Cape wine is occasionally blended with sherry, and sold as the legitimate exportation from *Xerez de la Frontera*: yet port-wine, as is proved by the evidence before referred to, not only has to contend against the difficulties with which it is beset before it is permitted to travel, but on arrival in this country is made at times to keep company with *Masdiu*, *Benecarlo*, *red Sicilian*, and *red Cape*, all of which emerge from the meeting under the pseudonym of PORT.

Portugal is not ignorant of this fact; and yet Portugal, which grows so many thousand pipes of wine of superior quality to Masdiu and Benecarlo, and which she could export on the same terms as these are exported, viz. £10 per pipe, actually renders the shipment of such wines illegal, or imposes a fine on their shipment of £6 per pipe! In Portugal, it is argued that £6 per pipe can make no sensible difference in an article that has to pay £33 per pipe duties in our market! But such is not the fact. Benecarlo, Masdiu, Sicilian red wines, &c., all pay the same duty as port; and supposing that all the four wines be of equal quality and first cost, viz. £10 per pipe, it is clear that the three first may be purchased at that rate of £10 per pipe, while the port cannot be put on board under £10 + £6, or £16 per pipe.

The wines of Figueira and Lisbon pay no export duties; but neither can Figueira wines be shipped *vid* Oporto, nor port-wines *vid* Figueira; this being one of the many restrictions established by the Wine Company of Oporto.

*The effect of our high rate of duties* on the consumption of wine generally is, that the mass of the people cannot afford to drink wine. Mr. Porter, of the Board of Trade, considers, and stated in evidence, that the revenue had decidedly been injured by the high rate of duty; and that notwithstanding our increased population, it was mainly on account of these duties that the consumption of wine had diminished, and the use of ardent spirits increased.



A reduction to 1*s.* per gallon (Mr. Porter declared) would be equivalent to *no* duty, and wine would be brought within the reach of small tradesmen and those who could afford to pay such a duty; by this the wine would be introduced to the mass of people to whom it is now forbidden—to classes who consume spirits now; a growing taste for wine would be produced in this country: and if a small tradesman could put a wholesome bottle of wine on his table after dinner with his family, (which he might do at 1*s.* per bottle,) he would rather do so, than go to the publick-house to drink spirit and water. If the duties were to be reduced from 5*s.* 9*d.* and 5 per cent., to 1*s.* per gallon, Mr. Porter was of opinion, that instead of 6,000,000 gallons of wine, we should have a consumption of 35,000,000 gallons.

The above opinions were fully borne out by other witnesses, in whose important testimony we fully concur: nay more, we do not hesitate to say that notwithstanding the declaration of the Chancellor of the Exchequer, that it was not the intention of Her Majesty's Government to reduce the duties on wines—such a measure being likely to be prejudicial to the revenue—we are convinced that the right honourable gentleman himself will, in a very few months (say eighteen—we can give no more) from the closing of the present session, propose a reduction of duty on wine, as a matter of political economy, and for the general benefit of the state. At the same time we beg most decidedly to register our opinion, that half-measures will be of no avail; and that we should either continue the duties as they are, or reduce them to the minimum, and nominal duty of 1*s.* per gallon; which would only give a consumption of 7½ bottles per annum to each individual of our population, at which rate the same amount of revenue would be raised as is raised now at a duty of 5*s.* 9*d.* and 5 per cent.

## ADDITIONAL REMARKS.

1st July, 1853.

It affords us sincere satisfaction to be able to report that the Portuguese Government have equalized their export duties on port-wines to all the world; and that in consequence of this important measure the exportation of port-wine has very much increased, and its value greatly enhanced.

The restrictions, however, in the Alto-Douro, (although hopes are entertained that they will soon be done away with,) still remain.

For full particulars of the rise and progress of the port-wine trade, see the Author's evidence given in May, 1852, on the wine duties before the House of Commons, published at length in the Appendix.

## CONSUMPTION OF WINES.

Consumption of Wines generally in Great-Britain from 1823 to 1851.

In the Year	Population.	Total Home Consumption, Imperial Gallons.	Proportion per Cent.										Duty per Imperial Gallon.
			Cape.	French.	Portugal.	Spanish.	Madeira.	Rhenish.	Canary.	Sicilian and other sorts.			
1823	Census of '21.	4,845,060	11.46	3.54	51.44	22.27	6.66	0.43	3.54	1.64	{ Cape, 3s. 0d.; French, 13s. 9d.; Madeira, 9s. 3d.; Rhenish, 11s. 3d.; other sorts, 9s. 1d.		
1824	.....	5,030,091	11.83	3.73	49.05	24.20	5.91	0.52	3.93	1.53	{ Cape, 2s. 5d.; French, 7s. 3d.; other sorts, 4s. 10d.		
1825	.....	8,009,542	8.37	6.56	52.45	23.86	4.65	1.34	3.09	1.68			
1826	.....	6,068,443	10.41	5.67	46.77	26.78	4.72	1.11	2.22	2.32			
1827	.....	6,896,361	10.23	4.56	47.20	27.05	4.40	1.12	2.24	2.30			
1828	.....	7,162,376	9.11	5.80	46.17	30.20	3.81	1.21	1.92	3.60			
1829	.....	6,217,652	9.32	5.88	43.13	31.50	3.60	1.23	1.64	3.52			
1830	.....	6,434,445	8.32	4.70	44.60	32.35	3.38	1.00	1.58	3.92			
1831	24,410,429	6,212,264	8.69	4.09	43.50	33.64	3.37	0.93	1.51	4.18			
1832	.....	5,085,542	8.69	3.83	43.88	34.87	2.68	0.64	1.22	4.20			
1833	.....	6,207,770	8.78	3.73	41.83	36.18	2.60	0.70	1.11	3.05			
1834	.....	6,460,344	8.09	4.02	42.90	35.18	3.32	0.77	0.93	3.79			
1835	.....	6,420,342	8.15	4.23	43.30	34.74	3.17	0.76	0.79	5.86			
1836	.....	6,869,212	7.95	5.17	42.37	35.08	1.96	0.88	0.75	5.94			
1837	.....	6,391,500	7.83	6.89	40.36	35.94	1.88	0.70	0.65	5.85			
1838	.....	6,590,271	7.70	5.97	41.49	38.73	1.58	0.82	0.58	6.13			
1839	.....	7,000,486	7.03	5.41	41.73	36.84	1.70	0.91	0.50	5.28			
1840	.....	6,553,922	6.97	5.21	38.16	38.16	1.72	0.92	0.45	5.86			
1841	27,019,538	6,184,960	7.13	5.72	38.60	39.01	1.74	0.89	0.42	6.49	{ Cape 2s. 9d. and 5 per cent. All other sorts, 5s. 6d. and 5 per cent.		
1842	.....	4,815,222	7.70	7.49	26.77	46.97	1.36	1.11	0.43	8.17			
1843	.....	6,008,987	5.48	5.38	41.48	38.09	1.54	0.83	0.34	6.87			
1844	.....	6,898,684	5.11	6.93	42.32	36.24	1.63	0.79	0.30	6.78			
1845	.....	6,736,131	5.31	6.58	39.91	37.93	1.52	0.93	0.30	7.52			
1846	.....	6,740,316	5.43	6.07	39.61	38.61	1.40	0.66	0.38	7.54			
1847	.....	6,053,847	4.84	6.56	39.09	39.18	1.34	0.92	0.38	7.78			
1848	.....	6,136,547	4.37	5.80	39.69	39.69	1.25	0.73	0.33	7.96			
1849	.....	6,251,662	3.87	5.30	42.36	39.16	1.14	0.71	0.25	7.11			
1850	.....	6,437,222	3.82	5.29	43.73	38.36	1.09	0.63	0.25	6.61			
1851	27,619,865	6,280,653	3.74	7.12	40.30	40.33	1.14	0.94	0.25	6.28			

(See Circular of Messrs. M. Clark and Son.)



## WINE.

Quantities Imported, Exported, and retained for Home Consumption, with the Total Consumed and Exported during the Years 1850 and 1851, ended the 5th January, 1852, for the United Kingdom, and the Stocks ended the 5th January, 1851 and 1852, distinguishing London from the Country.

## IN IMPERIAL GALLONS.

Description.	Imported.		Exported.		Retained for Home Consumption.		Total Consumed and Exported.		Stocks, ended 5th January.				
									1851.		1852.		Total.
	1850.	1851.	1850.	1851.	1850.	1851.	1850.	1851.	At the Port of London.	At the other Ports of the United Kingdom.	At the Port of London.	At the other Ports of the United Kingdom.	
Cape . .	234,779	407,162	2,543	3,023	246,132	234,672	248,675	237,695	147,012	179,366	285,063	210,676	496,339
French . .	600,243	764,935	173,008	142,064	340,748	447,556	513,756	589,620	287,561	173,483	345,664	231,877	577,541
Portugal . .	3,503,042	3,101,031	320,081	313,175	2,814,079	2,324,773	3,144,060	2,837,950	2,386,407	1,610,379	2,921,188	1,554,830	4,476,018
Spanish . .	3,826,785	3,904,078	786,173	886,147	2,469,038	2,533,384	3,255,210	3,419,531	2,541,208	1,616,710	2,804,921	1,611,681	4,416,602
Madeira . .	108,311	186,122	132,029	108,325	70,366	71,025	292,380	179,350	130,540	29,602	112,830	39,295	152,125
Rhenish . .	65,843	76,353	13,220	10,164	54,668	58,957	67,888	69,121	21,788	8,796	26,015	9,195	35,200
Canary . .	128,154	139,293	130,854	109,618	15,996	15,928	146,850	125,846	14,182	19,029	29,013	14,351	43,364
Fayal . .	32	37	559	—	245	131	804	131	1,327	3,468	1,222	2,673	3,896
Sicilian, &c.	686,123	428,517	91,035	84,714	425,056	394,223	516,691	475,939	217,084	290,594	192,483	247,843	440,326
Mixed in Bond }	—	—	87,217	24,172	—	—	87,217	24,172	2,663	1,405	4,068	424	4,720
Total . .	9,304,312	9,008,428	1,745,718	1,661,402	6,437,222	6,289,653	8,182,940	7,962,055	5,949,862	3,940,833	6,719,423	3,926,717	10,616,140

(See Circular of Messrs. M. Clark and Son.)

*Average Number of Gallons, Revenue, Population, Consumption, and Rates of Duty, in Great-Britain,  
from the year 1787 to 1851.*

Period.	Average of Years.	Average of Population.	Average of Gallons.	Increase of Gallons.	Decrease of Gallons.	Average of Revenue.	Increase of Revenue.	Decrease of Revenue.	Duty on Port, &c. per Gallon.		Duty on French per Gallon.		Bottles per person per ann.
									s. d.	s. d.	s. d.	s. d.	
1787 to 1790	4	12,500,000	5,933,180	....	....	£. 864,950	....	....	3	6 to 3	0	6	2 <sup>1</sup> / <sub>16</sub>
1791 to 1800	10	14,500,000	6,513,019	579,839	....	1,412,820	547,870	....	4	10 to 6	11	7	2 <sup>1</sup> / <sub>16</sub>
1801 to 1810	10	16,580,994	6,314,085	....	198,934	2,469,239	1,056,419	....	6	9 to 9	1	10	2 <sup>1</sup> / <sub>16</sub>
1811 to 1820	10	19,754,618	4,921,139	....	1,392,946	1,974,095	....	495,144	9	1	..	19	1 <sup>1</sup> / <sub>16</sub>
1821 to 1830	10	22,940,950	5,987,785	1,066,646	....	1,688,806	....	285,289	9	1 to 4	10	13	1 <sup>1</sup> / <sub>16</sub>
1831 to 1840	10	25,345,775	6,503,188	515,403	....	1,724,873	36,067	....	5	6 to 5	9	5	1 <sup>1</sup> / <sub>16</sub>
1841 to 1845	5	26,739,860	6,128,796	....	374,392	1,716,514	....	8,359	5	9	..	5	1 <sup>1</sup> / <sub>16</sub>
1846 to 1848	3	27,059,870	6,310,270	181,474	....	1,776,268	59,754	....	5	9	..	5	1 <sup>1</sup> / <sub>16</sub>
1849	1	27,105,822	6,251,862	....	58,408	1,767,516	....	8,752	5	9	..	5	1 <sup>1</sup> / <sub>16</sub>
1850	1	27,210,630	6,437,222	185,360	....	1,821,123	53,607	....	5	9	..	5	1 <sup>1</sup> / <sub>16</sub>
1851	1	27,309,346	6,280,587	....	156,635	1,777,259	....	43,864	5	9	..	5	1 <sup>1</sup> / <sub>16</sub>

*Evidence given before a Select Committee of the House of Commons, in May, 1852, by Mr. Charles White, of the firm of John and Charles White and Co., Lime Street, City.*

Cost of pipe Port at Oporto . . .	£10 0 0	
Freight and expenses . . .	2 0 0	
	<u>          </u>	£12 0 0
Duty, at 2s., say . . .		11 0 0
Cartage and expenses . . .		1 0 0
Corks . . .		2 0 0
		<u>          </u>
		26 0 0
Profit . . .		6 0 0
		<u>          </u>
		£32 0 0

12s. per dozen per pipe.

14s. „ if distributed.

Cost of pipe Port at Oporto . . .	£26 0 0	
Freight and expenses . . .	2 0 0	
	<u>          </u>	£28 0 0
Duty, at 2s., say . . .		11 0 0
Cartage and expenses . . .		1 0 0
Corks . . .		2 0 0
		<u>          </u>
		42 0 0
Profit . . .		10 0 0
		<u>          </u>
		£52 0 0

21s. per dozen per pipe.

24s. „ if distributed.

*Comparative Consumption of Wines in Great-Britain and Ireland.*

(From Mr. C. White's Evidence before a Select Committee of the House of Commons, in May, 1852.)

	1814 to 1824, 11 years.	1825 to 1830, 6 years.	1831 to 1850, 20 years.
Portugal . . . . .	54·94	46·94	40·97
Spanish . . . . .	20·45	23·24	37·27
Madeira . . . . .	6·74	4·12	1·80
French . . . . .	3·69	5·60	5·55
Canary and Azores . . . . .	3·32	2·04	0·60
Rhenish . . . . .	0·46	1·18	0·80
Cape . . . . .	9·10	9·30	6·70
Other sorts . . . . .	1·30	2·58	6·31
	<u>100·</u>	<u>100·</u>	<u>100·</u>



## CHAPTER X.

## PART I.

GENERAL REMARKS ON THE AGRICULTURAL PRODUCE AND  
RESOURCES OF PORTUGAL.

AGRICULTURE is at a very low ebb in Portugal. The most primitive customs prevail; and all the modern improvements adopted by other nations are carefully eschewed in the country of which we treat.

The hoe and a very rude wooden plough are about the only agricultural implements in use.\* Drainage and irrigation are but little understood.

*The total want of roads* and internal communications presents the most effectual check to every kind of production, and to native industry generally. What, exclaims the farmer, is the use of my producing more than I require for myself, or that I can dispose of to my neighbours, if I have no means of conveying the overplus to market? Hence, as we have before said, not one-half of the entire area of Portugal is cultivated, and the remainder is not cultivated at all!

Until very lately there was not enough corn grown for the necessities of some parts of the country; although *corn*, as well as *oil* and *wine*, is one of its staple productions. Finer wheat, finer maize, finer grapes, finer olives—can nowhere be produced; yet the wheaten bread is not good, the oil is very inferior, and proper care is not taken in making the wines.

The earth brings forth its increase almost spontaneously. Everything grows in the open air—green-houses and hot-houses being both unknown and unnecessary.

A *farmstead*, such as an Englishman understands by the name, nowhere exists. The smaller farmers, like the Irish,

\* "E assim que ainda ali vemos, no nosso seculo o arado e enchada dos antigos tempos e fazerem-se os trabalhos agricolas pelo systema de nossos antepassados."

—Hortega.

keep their pigs, a goat, and some poultry; but the rearing of swine, sheep, and cattle is almost exclusively confined to wealthier proprietors of extensive unreclaimed lands at the extremes of the kingdom, or in the vicinity of the Spanish frontier.

The *cattle* in the north are small, but fine; many of them having been reared on the fertile pastures of Galiza, and smuggled across the Minho. The southern breed is of enormous size, and is particularly adapted for the drawing of the antique Luso-Egyptian carts, the wheels and axles of which turn round together.

The *breed of pigs* is by no means a fine one; but as *manadas* (or droves) generally feed on acorns and chestnuts, the pork and hams are much esteemed.

The *sheep* reared on the frontier of Spain is the best breed; but, generally speaking, the mutton is not good. The best wool is given by the flocks of the Alem-Tejo.

*Milch cows* are rare animals, and butter is still imported from Cork or Holland, although not to the same extent as formerly.

*Cheese* is made in the mountains from sheep's and goats' milk; but the Cheshire and *Londrinos* sell in the capital and at Oporto for 16*d.* to 18*d.* per lb.

*Flocks of goats* are brought into the public squares, even in Lisbon, to supply the inhabitants with milk.

The *husks* and *seed of grapes*, after having been dried in the sun, afford excellent provender for pigs and for poultry, as also occasionally for horses and cattle.

The *gourd*—the leaves of the *cow-cabbage*—and *turnip-sprouts* are the vegetables in general use amongst the peasantry; but the turnip is not generally grown in Portugal as an article of food for man or for beast.

*Parsnips*, *mangle*, and *beet*, in like manner, are even rarer than asparagus,—and this is merely cultivated in private gardens.

*Beans* are a common dish amongst all classes; but singularly enough, notwithstanding the cheapness and nutritive properties of beans (which, if we remember rightly, may be estimated in the proportion of 31 to 21 as compared with wheat), horse-beans are not grown for cattle.

*Chestnuts* are much used in the interior, either in a roasted state, peeled, or dried,—in soup,—in stews,—or made into bread.

The *potato* is becoming an article in demand; and when once there is a ready communication between the interior of the country and the shipping ports, any quantity of potatoes may be grown for exportation.

The general *bread of the people* is made from maize; and maize is the only corn given to horses and mules. *Sheep* are fed on the mountains all the year round; and *draught oxen* are supported in the winter solely on the coarse cane-like straw of maize. *Beer* is unknown in the interior; the farmer drinking small wine instead. Leavened bread is beginning to be known in the principal cities, but not in the provinces. The *mules of Portugal* are very fine; and formerly in the south, the Duques de Cadaval, and the Marquises of Castello-Melhor, Abrantes, and Marialva, were celebrated for their *breed of horses*,—"superior" it was considered "to those of Andalusia;" but with the change of the times, the horses used in Portugal are all from Spain.

We have heard of people giving a pipe of sound wine for a pipe of vinegar, or for a quince-tree walking-stick (*pão de marmelleira*); but what will be thought of the singular fact of three cows having been given for a *shepherd's dog*? This animal is of a splendid race, strong-built, with long hair, thick neck, black and white colour, broad forehead, small ears, long sweeping tail, and enormous feet. These dogs constantly attack the wolf, and are generally victorious. They sleep by day, and watch by night; and have the same daily rations supplied to them as are allowed to the shepherds.

We have already said that the *olive-oil* of Portugal is inferior; and so it decidedly is for the use of man, at all events for that of foreigners, who have the produce of Lucca at their command. Two-thirds of the total actual produce of oil in Portugal is about the quantity required by Great-Britain for her manufactures.

Great-Britain imports 807,840 almudes annually, and Portugal produces 1,200,000 almudes, of which Great-Britain imports only 47,000 almudes, or about one-seventeenth of the quantity she *might* take from Portugal, if the quality and



price of her oil could be made to compete with those of other nations.

The soil is fertile ; the climate congenial ; and there is abundance of water, stone, slate, clay (for bricks and tiles), at hand ; but the people, like their neighbours of Galiza, "live and die without abandoning their hearths, and without adopting any reform, variety, innovation, or improvement in their system of agriculture." \*

With these introductory remarks, we shall endeavour to describe the agricultural position of Portugal, dividing the subject into provinces ; but first annexing a few important AGRICULTURAL STATISTICKS, then considering the different modes of cultivating the vine, and of making wine ; and next, the necessity of planting trees upon the mountains and on the coast.

The quantity of grain (principally oats) imported from Ireland into Great-Britain in the year 1851 was 1,324,688 quarters, whereas in 1840 the quantity imported was 2,327,966. Foreign and colonial grain (chiefly wheat) entered for home consumption in 1851 consisted of 9,618,026 quarters, when in 1840 only 3,843,745 quarters were required.

The total quantity of malt on which duty was charged in the United Kingdom in 1840 was 40,000,018 bushels, and in the year 1851,—38,824,944 bushels.

The total quantity of beer, ale, and porter, made in the United Kingdom in 1851 was 465,899,328 gallons, being  $17\frac{1}{4}$  gallons per individual.

The total quantity of spirits given in the Excise Returns for 1851 is 23,976,596 gallons, and in the Customs Returns 4,766,550 gallons, making a total of  $1\frac{1}{16}$  gallon per individual.

The total quantity of wine entered for home consumption in 1851 was 6,280,653 gallons, or about one-fourth of a gallon per individual.

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\* " Os povos nascem e morrem sem abandonarem seus lares, nenhuma reforma, variação ou melhoramento tendo havido na agricultura (de Galliza)." — *Hortega, Consul de Vigo.*

The total number of acres employed in producing hops in Great-Britain in 1837 was 56,322, whereas in 1851 there were only 43,244 acres. Average weight per acre 774 lbs.

The total number of acres employed in producing 38,824,944 bushels of barley for malt is 1,141,910, which, with 43,244 acres for hops, gives a total of 1,185,154, or the number of acres (or about one-fourteenth of all the corn land in England) employed in the production of the malt liquor consumed in the year 1851 in these kingdoms.

The total number of quarters of malt made between the 5th day of July, 1851, and the 5th day of July, 1852, in Great-Britain and Ireland, was 5,095,943 quarters, of which 4,105,453 quarters were used. In the year ending the 5th day of July, 1853,—5,237,602 quarters were made, and 4,555,365 quarters used. (See Parliamentary Returns, No. 925, Malt, 10th August, 1853.)

The total number of acres employed in producing grain for the making of 23,976,596 gallons of British spirits (or the quantity consumed in 1851) is 256,434.

The total number of acres employed in producing spirits and malt liquors in the United Kingdom, for annual consumption, is 1,441,598, for hops and malt for beer, and for grain for spirits.

The total number of acres employed in the production of corn and bread stuffs imported into Great-Britain from foreign countries (being 9,618,026 quarters) is 400,000.

The total number of acres employed in the production of 4,766,550 gallons of foreign spirits consumed in Great-Britain may be estimated at 50,979.

The production of all descriptions of wine in Portugal is calculated by the Oporto Commercial Association to amount to 1,000,000 pipes of 115 imperial gallons per annum, from which it appears that 800,000 acres of land are occupied as vineyards, or only about four-tenths as much ground as is devoted to the cultivation of grain.

1000 vines are calculated to produce 1 pipe, or 115 imperial gallons of wine.

1250 vines, planted on ground measuring 845·87 braças, or 1 acre, ought to produce 1½ pipe of wine.

	s.	d.
Average rent of cultivated land in England, according to Banfield,		
Caird, and others . . . . .	27	2
Average weekly wages of labour . . . . .	9	6
Average rent of cultivated land in Portugal, a third of the production.		
Average weekly wages of labour . . . . .	5	6

*Proportionate Weight of Meal, Flour, &c., from One Quarter of Grain.*

Wheat flour . . . . .	= 392 lbs.
Oat-meal . . . . .	= 176 „
Rye-meal . . . . .	= 424 „
Other meal . . . . .	= 384 „

*Food for Animals.* — Professor Johnson, in his ‘*Agricultural Chemistry*,’ has given us the following Table of Equivalents which afforded equal nourishment to animals. He takes 10 lbs. as his standard for hay, and sometimes gives a varying equivalent.

	Pounds.		Pounds.
Hay . . . . .	10	Carrots . . . . .	25 to 30
Clover hay . . . . .	8 to 10	Turnips . . . . .	50
Green clover . . . . .	45 to 50	Cabbage . . . . .	20 to 30
Wheat straw . . . . .	40 to 50	Peas and beans . . . . .	3 to 5
Barley straw . . . . .	20 to 40	Wheat . . . . .	5 to 6
Oat straw . . . . .	20 to 40	Barley . . . . .	5 to 7
Pea straw . . . . .	10 to 15	Oats . . . . .	4 to 7
Potatoes . . . . .	20	Indian corn . . . . .	5
Old potatoes . . . . .	40	Oil-cakes . . . . .	2 to 4



*Produce of Land per Acre.*—In England an acre, in various produce for man, yields in lbs. of food, per annum and per diem, as under :

	Per Annum.	Per Day.		Per Annum.	Per Day.
Mangel Wurzel . . . . .	22,000	60	Plums and Cherries, &c. . . . .	2000	5½
Parsnips . . . . .	11,000	30	Oats . . . . .	1840	5
Cabbages . . . . .	10,700	30	Barley . . . . .	1600	4½
Turnips . . . . .	8,240	25	Wheat . . . . .	1250	3½
Potatoes . . . . .	8,000	24	Mutton (Middleton) . . . . .	224	⅔
Apples . . . . .	7,500	24	Beef . . . . .	186	½
Carrots . . . . .	7,000	21	Milk . . . . .	2900	7½
Peas . . . . .	5,000	15½	Butter . . . . .	300	⅔
Onions . . . . .	2,800	7½	Cheese . . . . .	200	⅔
Beans and Peas . . . . .	2,000	5½			

An acre, in provision for cattle, yields from 9000 to 10,000 lbs., Vetches or cinquefoil, 7000 lbs. of grass, and 4000 lbs. of hay. (Davy.)

*Produce of Land per Acre.*

Wheat . . . . .	24 bushels.
Barley . . . . .	34 "
Oats and Rye . . . . .	40 "
Wine . . . . .	145 gallons.
Beer . . . . .	637½ "
Ale . . . . .	382 "
Porter . . . . .	382 "
Proof spirit . . . . .	93½ "

*Cultivation of Land.*—An acre of good land (according to Middleton) yields per day, 10 oz. of mutton and 8 oz. of beef; or 228 lbs. and 182½ per annum. Hence, if rent is £ 2, and rates and expenses £ 2, mutton costs 4½*d.* per lb. and beef 5½*d.* per lb. to the grazier. A man who consumes 2 lbs. of mutton per day, eats the produce of three acres, and of beef 4 acres, which three and four acres would produce 72 and 96 lbs. per day of potatoes, and 10 and 13½ lbs. of wheat.

An acre of potatoes produces 250 bushels of 70 lbs. or 17,500 lbs., and, taking one-half as nutritious, we have 8750 lbs. to the acre, or eight times the produce of wheat; so that an eighth of 3½ millions of acres would feed the same number of inhabitants, or the same number of acres would feed eight times the number of people.

PORTUGAL, 1851.  
*Agricultural Produce.*

PORTUGAL, 1851.  
*Production of Salt and Rice.*

			Districts.		
			Moios.		
Corn*	Moios	1,139,737			
Beans, (pulse)	"	178,812			
Rice	"	13,252			
Salt	"	320,134	Aveiro . .	20,445	1445
Walnuts, filberts, almonds, chestnuts	}	37,640	Beja . .	..	138
Figs			Arobas	388,700	Coimbra .
Carob beans	"	248,160	Evora . .	..	518
Oranges and lemons	Thous <sup>d</sup> .	360,000	Faro . .	8,327	126
Cattle	Heads	5,782,712	Leiria . .	..	643
Wine (maduro e verde)	Pipes	787,809	Lisbon . .	249,702	6653
Alto-Douro Port	"	100,000	Portalegre.	..	79
Olive-oil	"	43,682	Santarem .	146	1746
Wool	Arobas	337,589	Saint Ubes	146,032	..
Silk	lbs.	315,140	Vianna .	12	..
Honey†	Arobas	59,137	Oporto . .	10	..
Bees' wax†	"	25,616			

\* Showing an increase of 80,538 moios on the production of 1850; but a decrease of 19,352 moios on 1848.

† Showing that the proportion of wax is as 1 to 2 of honey.

(See Official Report of 1852.)

*The Production of Corn in Portugal within Five Leagues of the Spanish frontier.*

Districts.	Moios.				
	Rye.	Wheat.	Barley.	Oats.	Maize.
Beja . . . . .	395	9,808	2,712	..	..
Evora . . . . .	1,666	9,282	4,535	86	..
Portalegre . . . . .	11,488	21,897	7,168	2,788	..
Castello Branco . . . . .	11,890	2,896	1,419	..	108
Guarda . . . . .	19,718	4,230	1,256	..	9
Bragança . . . . .	25,178	5,894	655	..	..
	70,335	54,007	17,745	2,874	117

(See Official Report of 1852.)

## PORTUGAL.

*Production of Wine, 1850—1851.*

Provinces.	Ripe.	Green.
Alem-Tejo . . . . .	10,946	0
Algarve . . . . .	6,400	0
Beira . . . . .	153,615	54,950
Estremadura . . . . .	181,969	0
Minho . . . . .	0	228,999
Traz-os-Montes . . . . .	103,969	10,577

(See Government Reports of 1852.)

*Production of Corn in 1850—1851.*

Provinces.	Wheat.	Barley.	Maize.	Rye.	Oats.
Alem-Tejo . . . . .	132,970	47,094	3,728	32,818	19,931
Algarve . . . . .	13,437	6,028	2,700	1,586	„
Beira . . . . .	22,737	7,880	182,627	73,073	422
Estremadura . . . . .	76,808	21,391	77,012	8,275	29
Minho . . . . .	5,171	289	210,003	24,722	92
Traz-os-Montes . . . . .	10,087	2,289	15,020	69,086	„
Moios	261,210	84,971	491,090	209,560	20,474

(See Government Reports of 1852.)

*Production of Pulse, 1850—1851.*

Provinces.	French Beans.	Beans.	Potatoes.	Grão de Bico.
Alem-Tejo . . . . .	1,097	2,542	3,733	1,156
Algarve . . . . .	223	1,356	653	—
Beira . . . . .	7,626	788	57,072	286
Estremadura . . . . .	4,685	3,734	12,160	892
Minho . . . . .	11,462	60	1,901	1
Traz-os-Montes . . . . .	895	21	34,071	22
Moios	25,988	8,501	109,590	2,357

(See Government Reports of 1852.)

*Note.*—These Statistics were taken from the 'Relatorio' of the Minister for the Interior presented to the Portuguese Chambers in June, 1852.



Table showing the comparative Production of Grain per square league in the various districts of the provinces of Portugal in 1847 and 1848.

(*Mappa da extensão em leguas quadradas da Cultura em Portugal, dos Cereaes, Trigo, Cevada, Milho e Centeio, nos annos de 1847 e 1848, calculada sobre os Mappas no Diario do Governo, nos. 253 e 198, dos seus respectivos annos.*)

Districts.	Square Leagues per District.	Grain. Moios.		Per Centage per League.		Cultivation in Square Leagues.	
		1847.	1848.	1847.	1848.	1847.	1848.
Braga . . . .	91	84,098	102,378	20.0	24.2	18	21.8
Porto . . . .	91	72,159	85,353	16.0	20.2	14	16.5
Vianna . . . .	80	52,851	53,917	14.3	14.9	11	11.2
<i>Minho</i> . . . .	262	209,108	241,648	16.6	19.2	43	47.6
Aveiro . . . .	122	31,187	38,383	5.2	6.4	6	7.3
Coimbra . . . .	111	149,631	155,587	27.7	28.7	31	32.0
Vizeu . . . .	108	60,573	65,461	12.5	13.6	13	14.0
Guarda . . . .	178	58,137	57,873	6.6	6.5	11	11.0
Castello Branco .	207	31,317	26,933	3.0	2.5	6	5.2
<i>Beira</i> . . . .	726	330,845	344,237	9.0	9.9	65	67.5
Leiria . . . .	110	40,584	42,394	7.7	8.0	8	8.4
Santarem . . . .	194	54,391	65,858	5.8	7.0	11	13.4
Lisboa . . . .	303	74,896	94,620	5.0	6.3	15	18.8
<i>Estremadura</i> .	607	169,871	202,872	6.0	7.1	36	42.9
Bragança . . . .	199	41,724	45,863	4.3	4.8	8	8.7
Villa Real . . . .	139	43,314	36,471	6.2	5.2	8	6.7
<i>Traz-os-Montes</i>	337	85,038	82,334	5.2	5.0	16	15.4
Beja . . . .	419	54,298	62,269	3.8	4.3	16	18.2
Evora . . . .	219	62,242	62,309	8.2	8.2	18	18.0
Portalegre . . . .	200	52,075	59,399	8.0	9.1	16	18.2
<i>Alem-Tejo</i> . . .	838	168,615	183,977	6.0	6.4	50	54.4
Faro . . . .	180	26,758	25,065	3.3	3.0	6	5.5
<i>Algarve</i> . . . .	180	26,758	25,065	3.3	3.0	6	5.5
<i>Reino</i> . . . .	2950	990,235	1,081,133	7.3	7.9	216	233.3

(C. A. da Costa.)

Note.—In the 9 Districts, Bragança, Lisbon, Aveiro, Portalegre, Evora, Santarem, Villa Real, Guarda, and Leiria, containing 1664 square leagues, or more than half the kingdom, there are only 105.7 leagues under cultivation, giving a proportion of cultivated to uncultivated land of  $3\frac{1}{2}$  in 52.

*Exportation of Maize and Rye from Portugal.**From the Port of Vianna*

To Great Britain	Maize.	Rye.	To the Açores	Maize.	Rye.
In 1846	315,779	6,700	In 1846	514,997	23,036
1847	577,416	7,000	1847	348,806	37,301
1848	229,073	..	1848	384,636	27,328
1849	667,200	..	1849	102,319	22,324
1850	348,242	..	1850	386,593	..
Alqueires	2,137,710	13,700	Alqueires	1,737,351	110,019

*Note.*—The alqueire of Vianna is equal to about 28 lbs. English.

*Exportation from the Port of Caminha.*

	Maize.	Rye.
In 1846 . . . .	187,449	..
1847 . . . .	268,650	..
1848 . . . .	329,000	..
1849 . . . .	251,000	..
1850 , . . .	359,905	4,760
1851 . . . .	396,331	4,173
Alqueires . . .	<u>1,792,335</u>	<u>8,933</u>

The alqueire of Caminha is equal to about 32 lbs. English, or 1 aroba Portuguese.

In 1831, or 20 years ago, Portugal imported 553,740 alqueires of grain; now, or between 1846 and 1851, she has exported, as the *Statistieks*, about 1,800,000 alqueires from Caminha, and about 4,000,000 alqueires from Vianna, making a total of nearly 6,000,000 alqueires, or 1,000,000 alqueires per annum; or an exportation of about twice as much as she used formerly to import.

TABLE OF CATTLE.

General Table of Cattle existing in Portugal and in its adjacent Islands, 1851.

Provinces.	Districts.	Number and Description.								Total by Provinces.
		Horses.	Mules.	Asses.	Cattle.	Sheep.	Goats.	Swine.		
Alem-Tejo . . .	Beja . . . . .	4,673	7,897	12,909	28,190	390,838	99,705	132,680	1,407,666	
	Evora . . . . .	2,985	4,784	9,083	34,922	201,503	61,068	62,836		
	Portalegre . . . . .	3,104	2,919	7,799	28,193	192,591	63,986	55,001		
Algarve . . . . .	Faro . . . . .	2,114	5,263	13,056	18,462	39,140	33,893	21,634	133,562	
	Aveiro . . . . .	6,805	1,251	1,747	43,206	48,222	17,305	57,826		
Beira . . . . .	Castello Branco . . . . .	1,389	1,444	5,706	20,162	188,311	128,753	42,241	1,651,448	
	Coimbra . . . . .	3,461	832	4,434	19,253	108,267	52,030	41,543		
	Guarda . . . . .	2,001	1,482	8,615	18,123	376,603	45,330	38,862		
	Vizeu . . . . .	2,418	1,239	3,343	21,729	204,531	64,296	68,688		
	Leiria . . . . .	1,456	1,266	6,272	16,179	52,544	54,580	32,413		
Estremadura . . . . .	Lisboa . . . . .	10,648	2,688	13,989	40,735	99,522	53,139	26,450	706,805	
	Santarem . . . . .	9,292	1,297	11,116	25,416	101,661	100,964	43,178		
	Braga . . . . .	5,187	1,437	2,688	64,084	86,207	42,566	76,755		
Minho . . . . .	Porto . . . . .	4,304	1,894	2,574	45,544	39,454	11,101	59,441	607,907	
	Vianna . . . . .	3,588	754	772	46,955	51,105	26,045	35,452		
Traz-os-Montes . . . . .	Bragança . . . . .	2,347	1,342	9,212	27,941	336,431	56,855	60,918	828,699	
	Villa Real . . . . .	2,239	1,287	4,260	28,295	116,890	122,859	57,823		
	Funchal . . . . .	390	95	251	20,917	90,403	86,686	19,667		
Adjacent Islands . . . . .	Angra . . . . .	784	118	802	24,449	16,731	5,768	25,233	446,625	
	Horta . . . . .	137	13	181	19,193	26,553	2,387	9,292		
	Ponta Delgada . . . . .	597	1,243	7,814	26,341	20,320	14,927	25,333		
		69,919	40,545	126,623	618,289	2,787,827	1,146,243	993,266	5,782,712	

(See Official Report of 1852.)



## PART II.

AGRICULTURE—*continued.*

- I. CULTIVATION OF THE VINE. II. MODE OF MAKING WINE.  
 III. TIMBER AND OTHER TREES. IV. THE CULTIVATION OF RICE.

## I.

## CULTIVATION OF THE VINE.

PORTUGAL, not only from its geographical position, but also from many local circumstances, appears to have been destined by nature for the cultivation of the vine. Its wines have long been celebrated over the world, but more especially so in Great-Britain. Yet this superiority, which is owing to nature, might have been vastly increased, and ordinary wines made to acquire higher quality, if the farmers, guided by theory, and following certain fixed practical laws, had studied that mode of cultivation most appropriate to the soil and the quality of the plant, and adopted a better method of fabricating the wine. "Everywhere throughout the country," says Rubião,\* "a blind and uncertain practice is followed; everybody is the slave of custom." There is no fixed principle to direct their operations. "Custom" is an answer for everything; and there are districts where bad wines are made from good grapes, without its being possible to convince the makers that they might produce much better wines and with much less trouble. The Portuguese agriculturists are incapable of imbibing the idea that nature, at times, requires the aid of art. They do as their forefathers did, disdaining the counsels of scientific men, censuring those who attempt to introduce innovations, and more especially rejecting the suggestions or advice of the parties most likely to be of service to them,—viz. those who have to cater for the taste of the consumer.

There is no quality or description of wine produced in any quarter of the globe that may not be grown in Portugal; and

\* The Author travelled and studied with Dr. Rubião, and frequently assisted him in his oenological labours.

from each of these qualities an infinite number of varieties might be obtained by an enlightened and judicious mode of cultivation. These wines, if shipped pure, "might vie with the best of Lafitte, Margaux, Beaune, Chambertin, Baume, &c." That "a vine is a vine, and a vineyard a plantation of vines," there can be no doubt; but although the plant be the same, there may be veins of different soil, and the vineyard may be situated with aspects, some parts of it to the south, but more perhaps to the north, from which inequalities no reasonable being has a right to expect that all the fruit would be of equally fine quality! If a soil be of sand or chalk, or both, a dry wine will be produced (as in Xerez); if schistous, richness will be the result (as in the Alto-Douro); and if deep clay, an earthy and watery flavour is certain (as in Figueira wines). Transplant vines from the Alto-Douro to Xerez, and from Xerez to the province of Beira (Figueira), and behold three varieties of wine produced from what has been originally one and the same caste of plant! The different aspects sometimes to be found in one and the same vineyard give perhaps a perpetual summer to one part, and a bleak winter to the other. The plant and the soil over the whole property may be the same, yet one wine will be mellow and delicious, and the other acrid and unripe; in a word, in the two fruits will be found as great a contrast as exists between our hot-house grapes and those grown on our garden walls in the open air. Hence the necessity of selecting such positions as are most suitable, not simply for the growth of the vine, but even for the cultivation of its peculiar and numerous varieties,—always bearing in mind, whether quantity or quality be the object in the selection.

There are four modes of cultivating the vine in Portugal :

1st. In the provinces of Minho, Estremadura, and Beira Baixa, after the beautiful and picturesque manner of the ancient Romans, styled by the French '*hautains*' (de haute, aux arbustives, ou branchies soustenues des arbres), and which the Portuguese generally designate '*de enforcado*,' and the Minhotos, '*uveiras*,' (hanging in festoons from or twining round poplars or oaks planted for the special purpose). This use of pollards is still common in parts of France, Italy, Russia, Asia Minor, and the Isles of the Archipelago.

2ndly. In the Alto-Douro the vines are planted on terraces, and are never allowed to grow higher than from four to five palmos, say 3 ft. 4 in. As the grapes ripen, the branches are carefully tied to stakes, so that the fruit may be at least one palmo (8 inches) from the ground. The soil about the vines is turned, and the grapes trodden entirely by Gallegos (natives of Galicia). The fruit is cut by women and children from the adjacent country; the only work done by the resident farmer being the pruning of the vines.\*

“ O cesto n'uma mão  
E n' outra o podão,”

(the basket in one hand, and the pruning-knife in the other,) is a favourite proverb in the Alto-Douro, implying that the vines should be pruned immediately after the fruit be gathered.

Stakes for the vines are an expensive article of necessity in the Alto-Douro. The (Portuguese) ‘empada’ (French *pavilion*, or the tying and entwining the branches of four vines one to the other, so as to render them self-supported) might be introduced into Portugal with great advantage.

The soil should be turned three times a year: 1st, in the autumn, the ‘escava,’ (or digging wells round the trunk of each vine, to catch the winter’s rains); 2nd, in March or April—the ‘cava,’ (or loosening the earth generally, and filling up the wells of the ‘escava,’ in order to protect the roots from the sun); and 3rd, when the fruit begins to colour—the ‘redra,’ (or clearing away the weeds, and mingling them with the surface of the vineyards,) which refreshes the ground, and makes it less susceptible of the intense action of the sun; and if the operation were to be repeated a fortnight before the vintage, the fruit would ripen quicker, and be of finer quality.

3rdly. In the interior of the Traz-os-Montes, at some distance from the Oporto Wine Company’s district, the vines are planted like gooseberry-bushes, traversing extensive fields in rows about 8 feet apart, so as to admit the plough to pass between them. Little care is given either in the pruning or the rearing these vineyards, so that when there is an abund-

\* See Map of the Wine-Districts of the Alto-Douro, by J. J. Forrester, ordered by the House of Commons to be printed in June, 1852.



ance of fruit, the grapes literally lie on the ground, and imbibe that peculiar earthy taste for which the wines of the Bairrada, especially, are so remarkable.

And 4thly, almost everywhere to a small extent in villages near large towns, and in gardens, (but particularly in the Minho near Monção and the river Lima,) vines are trellaged at a height of 8 to 12 feet from the ground, forming beautiful shady walks and arbours that afford delightful retreats during the heat of the day. The French term for this mode of propping the vines is *berceau*, or *tonelle*; and the Portuguese, *ramada*.

In the province of the Minho the vine is cultivated in the ratio of 1 braça\* in every 11 of the whole surface, whereas in the Alem-Tejo the proportion is only 1 in 689 braças.

## II.

## MODE OF MAKING THE WINES.

After the grapes are cut, they are carried in large open baskets, on the backs of Gallegos, to the *adega* (a warehouse or shed), where they are thrown into large open stone troughs called *lagares*. The Gallegos, or labourers in the vineyard, are divided into gangs, usually of ten men each, under the orders of a *feitor* (factor or overlooker). The baskets being filled, each man, at the word of command, shoulders his load, falls into line, and defiles in regular order through the rugged mountain-paths conducting to the *adega*. To those who are not familiar with vintage scenes, the busy and gay appearance of the girls and women in the vineyard, and the numerous strings of the grape-carriers interspersed over the heights,—the luxuriant display of the most delicious of fruits,—and the rich colouring of the landscape generally, afford a *tout ensemble* replete with animation and interest.

About twenty-one baskets of grapes usually yield a pipe of wine, and the capacities of the *lagares* vary from ten to thirty pipes. The white grapes are separated from the black; but of these latter all castes or varieties are promiscuously thrown together,—resulting therefrom *the* one description of wine

\* A braça, or 6 feet 8 inches.

known by the name of Port. What an infinite variety of delicious wines might not be made in the Alto-Douro, if proper separations and even proper blendings of the grapes were studied? Yet the *law* requires that all wines shipped to Great-Britain, or to ports in Europe, shall have the one quality "*para si, e para dar,*" (enough for themselves and for doctoring other wines,) so that (as we have explained in our chapter on Monopolies) all enterprise is checked, the energies of the agriculturists are shackled, and the general and private interests both sacrificed.

When the trough or *lagar* is filled with grapes, a 'gang' of men jump in, and forming a close line with their arms on each other's shoulders, advance and retire with measured step, treading the fruit to the sound of the bagpipe, the drum, and the fife. When these men are tired, they 'feed' and rest; and another gang takes their place. This operation is continued for about 36 hours, when the grapes are fully crushed, and fermentation commences. The *must* is then left to the course of nature. If the *must* be green, or not superabundant in saccharine, in 36 to 48 hours it will become a perfect wine; if the saccharine abound, double that time may be necessary to produce the desired result. When the wine is ready to be drawn off, the husks, seeds, stalks, and all impurities will have formed a thick incrustation on the surface of the *lagar*, which crust (if left too long) opens, disperses, descends, and completely disorganizes the general mass. Hence the regulating the drawing-off of the wines into large tonels or vats, in which they are to undergo their second fermentation, is by no means an easy operation. Accident or old notions and prejudices usually do all the work; but there are a few farmers who have dared to introduce the innovation of watching and treating their *musts* with the same care as a brewer will his *wort*. Of course he knows beforehand that the Company's tasters will condemn his wine on account of its purity and simplicity! and that he must of necessity have to purchase 'permits' before he can be allowed to ship it!—for, were he not to do so, —real, pure, and genuine port would cease to be known in Great-Britain. If a rich wine be really required, the fermentation is checked, and brandy is added; if a dry wine and a pure

wine, the fermentation is allowed to take its natural course, and a very small quantity of brandy will suffice to keep the wine in a sound and improving state. It may be argued that French wines keep without brandy, and are made without brandy,—and that, therefore, port-wines might be produced in all their natural purity, and keep without the aid of any adventitious spirit. This argument is a perfectly fair one as regards the fact; but as, on the one hand, by custom, by taste, or by the Portuguese law, port-wine must not—is not allowed to be port-wine,—if it be not the very opposite of burgundy or claret, port has no fair chance in the market, and until the restrictions in Portugal be removed, and the prohibition duties in this country be reduced, so that Portuguese wines may be fairly introduced amongst us, and that the barrier of prejudice and monopoly may be done away with, the British consumer will never be able to know what real port-wine is; but once let it be admitted that wine is preferable to ardent spirits,—that it shall be considered no longer as a luxury but as a necessary article of subsistence, all classes might drink good wines at a cheap rate, to the benefit of their health, the improvement of their morals, and to the great advantage of society at large. Brewers might complain, and distillers might not be satisfied with such a change. But, instead of barley, wheat would be grown; hence resulting a diminished demand for *foreign* corn. We fear that we are digressing somewhat from the subject of this paper; but the shortness of the time allowed us to weigh all the important points required to be considered in this Essay must plead our excuse.

The mode of making the wines of Portugal, as described above, may be considered to rule all over the kingdom, with the difference that in other provinces, smaller *lagares* and *tonels* are generally employed; and in some parts (the Alem-Tejo, for example, where wooden vessels are rarely to be met with), huge earthen jars, covered with pitch, to prevent leakage and evaporation, are substituted for vats.

Brandy is also at times floated on the surface of the wine to preserve it from the atmosphere. Olive-oil is likewise occasionally used for the same purpose, but not with equally advantageous results.



The best descriptions of white-wine grapes cultivated in the Alto-Douro are the following, viz. :

Abellhal	Gouvcio
Agudelho	Malvazia (Malmsey)
Alvaraça	Mourisco
Arinto	Muscatel
Donzellinho	Rabo de Ovelha
Folgozão	Promissão

for table use.

Dedo de dama	Ferral Branco
Muscatel de Jesus (the finest flavour and aroma).	

The best descriptions of red or black wine grapes are the following, viz. :\*

Alicante	} (which are also table grapes).
Malvazia vermelha	
Muscatel roxo	
Alvarilhão (a claret grape)	Rabo de Ovelha
Aragonez	Souzão (the deepest coloured)
Bastardo (the sweetest)	Tinta amarella
Bocca de Mina (the most delicious)	Tinta Bastardeira
Camarate	Tinta de Carvalho
Cornifesto	Tinta de Castello
Conceira	Tinta espadeira
Donzellinho do Castello	Tinta de França
Gallego	Tinta da lameira
Ferral	Tinta vianeza
Mourisco preto †	Tinto cão
Muscatel preto	Touriga (the finest)
Pégudo	Trimadeira.

#### ADDITIONAL REMARKS.

1st July, 1853.

The conditions of the prize required that this Essay should not bear our name until after the decision of the Judges might be passed on the merits of the work: we were constrained to avoid considering the subject of wines, as we should wish to have done, from fear that, having already published various

\* See Gyrão, Rubião, Forrester.

† This is, we believe, the original port-wine grape, of a Burgundy character, producing a wine free from acidity and full of fine dry flavour. The *Mourisco* port is imported into this country by Messrs. Henry White and Co., 17, Mining Lane, London.

works on Portugal, advocating the making of pure and unsophisticated wines, (and owing to which we drew upon our heads the odium of interested parties,) our name, by our remarks, would be discovered.

The diffusion of knowledge amongst the people, and the love of humanity shown by the great workers whose powerful minds are increasing our scientific knowledge in a ratio of progress the world never before witnessed, are admitted signs of the times. The adulteration of food, formerly and still often so injurious to health and life, is now publicly pointed out. The Chemist, with the greatest accuracy, separates the subtle compound of the fraudulent tradesman, and advertises the composition of the cheat and the vendor to the world. (See letters in the 'Lancet,' 1852—1853.) Let the wine-grower take warning from others, and set his house in order. Works having for object the cheapness, excellence, and purity of any productions necessary for man's subsistence, are eagerly read; and we are on the eve of as great a change, with regard to the quality of wines to be consumed henceforth by our people, as we are with respect to the most important and gigantic changes that are already taking place in our social, political, industrial, agricultural, and commercial affairs.

As far back as 1844 we commenced our labours, with the expressed object of exposing and endeavouring to reform the numerous abuses practised in Portugal in the making of her wines.\* We inveighed against the practice of bringing-them-up to one fictitious standard,—of dosing them with adventitious spirit and colouring matter,—and advised that the delicious light wines of the Alto-Douro and province of Estremadura should be allowed to find their way to Great-Britain.

For some time past, the clamour of our interested competitors has 'lulled,' and although we have been silent, we have not been idle: the work of reformation steadily progresses; and we are determined that there shall be pure wine not only for the rich man, but also for the poor, —not solely for the healthy, but likewise for the sick. We write now in our real capacity as growers. We submit our remarks fearlessly and

\* A list of the Author's publications will be found in the Appendix, together with an exposition of the public opinion *abroad* regarding those works.

unreservedly both to the British consumers and to the trade,—under the conviction that honest men will yet thank us as their true friend. It will not be difficult to refute our statements if we are in error, nor to repudiate our acts.

Full high-flavoured wines are decidedly preferred in this country; but it does not follow that, on this account, *brandy* should be made to pass off as *wine*.

That prince of chemists, Professor Von Liebig, says:

“ALCOHOL stands high as a respiratory material. Its use enables us to dispense with the starch and sugar in our food, and is irreconcilable with that of fat.”\*—“Spirits, by their action on the nerves, enable a man to make up the deficient power *at the expense of his body*. He draws, so to speak, a bill on his health, which must be always renewed, because, for want of means, he cannot take it up: he consumes his capital instead of his interest, and the result is the inevitable bankruptcy of his body.”—“The alcohol is always considered in fixing the prices; but in the *NONLER* wines, the price bears no fixed ratio to the amount of alcohol, but is rather in proportion to that of the fixed ingredients and solid residue.”

The Professor continues—

“WINE, as a restorative, as a means of refreshment, where the powers of life are exhausted,—of giving animation and energy where man has to struggle with days of sorrow,—as a means of correction and compensation where misproportion occurs in nutrition, and the organism is deranged in its operations, and as a means of protection against transient organic disturbances, WINE is surpassed by no product of nature or of art. The nobler wines of the Rhine and many of those of Bordeaux are distinguished above all others by producing a minimum of injurious after-effects.”—“In no part of Germany do the apothecaries’ establishments bring so low a price as in the rich cities on the Rhine; for there wine is the universal medicine for the healthy as well as the sick,—it is considered as milk for the aged.”—“The commercial value of wine is directly proportional to its immediate effects, and inversely proportional to its disagreeable after-effects (called in Germany *Katzenjammer*).”

We have long been converts to the Professor’s convictions,

\* Persons accustomed to the use of wine, when they take cod-liver oil, soon lose the taste and inclination for wine.—See Liebig’s ‘Letters on Chemistry,’ London, 1853.



and so long have been endeavouring to make the conversion general throughout Portugal, where we reside as wine-growers, but with indifferent effect, owing chiefly to the fact that to grow a *pure* wine, and to preserve it so, is costly and tedious, whilst *adulteration* “covers a multitude of sins,” and is cheap and rapid in its effects. Hence *pure* wines are difficult to introduce to the notice of those who anxiously wish but know not how or where to obtain them. Still we are happy to be able to state, that however beautiful and delicious,—however pure, animating, and corrective may be the hock wines of the Rheingau and the clarets of Bordeaux,—vines transplanted from the finest situations of Germany to the more southerly climate of *Estremadura* (a name signifying *full ripe*) produce Portuguese hock (still or sparkling), in which the Professor himself might rejoice,—in which he would find all the conditions required in the ‘noble’ wines produced from the parent stem. We once grew this wine ourselves in quantity, and still grow it to a small extent; but unfortunately, as it is cheap and called by its real name ‘Portuguese hock,’ instead of being imposed upon the publick at a fearful price as the ‘Chrysam’ (or consecrated oil) of the Rhine, it has not yet become known to our wine-drinking community; nor, what is of greater importance, to the suffering invalids in our numerous hospitals, where only the purest and least acid wines, and possessing the least *Katzenjummer*, should be administered. Were the fact generally known to the medical profession, that a wine of the like character as the nobler wines of the Rhine could be obtained at a moderate cost, certainly this valuable remedy would supplant many chemicals now used as mere substitutes for good wines in our publick hospitals, and in private practice. We have already said that we have been able to grow this wine,—but when grown we have not been able to introduce it into consumption as an article of trade;—yet, apart from our own self-interest, we should only be too happy to devote more attention to the matter, and assist medical men in their labours of humanity.

So much for the result of the transplantation of cuttings from the vines of the Rheingau: from the same causes,—viz. a superior climate and perhaps a superior soil,—we have obtained similar advantages by a transplantation of the Bordeaux vines

to the port-wine districts of the Alto-Douro. Yet these wines, full of high flavour, of more body than burgundy, of rich ruby-colour, and with far less acidity than claret of the first growth, are produced in large quantities; but, being improperly made and treated, their existence is really unknown to the Portuguese people themselves, and, with very few exceptions, these delicious wines are doctored, fortified, adulterated, and caused to merge into the one generic name of 'port.' Years ago we attempted to introduce these wines into Great-Britain, but were not successful, many wine-merchants alledging that such wines were neither port nor claret, but an *amphibious compound* possessing the characteristics of both! In our opinion, these are the wines that in future years will have general acceptance amongst us. Of course we are anticipating the triumph of free-trade,—the reduction of our import duties on wines to 1s. per gallon,—and the absence of the restrictions still existing at Oporto to the growth and exportation of port-wines;—and we are the more convinced that such will be the case, and that the similarity found in such wines to a composition of port and claret will be the very reason of the preference being given, inasmuch as the ordinary class of ports are too heavy and over-branded for the taste of the general consumer, and the ordinary qualities of hocks and clarets hold too great a resemblance to small-beer to induce the drinkers of ale and London porter to change their habits in this particular.

Mr. Oliveira, M. P., when he presented his motion on the wine duties to the House of Commons on the 5th April, 1853, gave utterance to the following forcible remarks. He said—

“It is a question affecting the moral and sanitary interests of the bulk of the people of this great country: it has important bearings upon the greatest of human blessings—the preservation of peace between the nations of the world: it has a most important bearing upon the social and moral condition of the people of this country, for he (Mr. Oliveira) had observed that in countries where wine was the ordinary beverage of the people there was less intoxication and a far better general tone of morality among the lower classes than existed among the corresponding classes in Great-Britain.”

The Chancellor of the Exchequer (Mr. Gladstone), apparently

also a follower of Professor Von Liebig, tritely and appositely replied, that

“Considering that wine was one of the gifts of Providence to man,—

“Considering what a place it occupied among the means of his subsistence,—

“Considering how many useful and wholesome ends it subserved in connection with his physical temperament,—

“Considering the manner in which it might be used as a competing article with alcoholic spirits—he must confess it was most desirable, if it were possible, to make an important change in the duties on wine.”

Bread and wine have been associated together from the creation of the world.

The Corn League made bread cheap to the community at large,—the Wine League must be made to produce a similar result. On the ‘Oliveira Committee’ are enrolled the names of no less than 74 Members of Parliament; we also have had the honour to be invited to become members of the Committee, and we pledge ourselves never to relinquish our efforts until we obtain the admission of cheap wine into this country, —or, in other words, that the duties be reduced to 1s. per gallon. It is true that at the present moment, in consequence of the failure of the wine-crops all over Europe, wines for a year or two may not be materially cheaper in their first cost, but no sooner would the low-duty tariff enter into effect than in every wine-growing country would be planted new vineyards, in order to supply “wine for the million,” and to keep up the supply equal to the increased and constantly increasing demand: at the same time, if our ideas above expressed be correct, viz. that the *petits vins* of France are not adapted to our climate or to our habits, it is clear that our supplies must be sought for from Portugal and Spain. What an important subject for the consideration of the Government of Her Most Faithful Majesty, and of Portugal as a wine-growing nation!—the question embracing not less than a fivefold increased consumption of Portuguese produce.



## III.

## TIMBER AND OTHER TREES.

The utility and even necessity of planting wood along the sea-coast, on the tops of the *serras* and in the interior of Portugal, must be manifest to all who have visited the country; yet, strange to say, the Government appears to be unacquainted with the fact!

The plantations of former years are fast disappearing, and no attempt is made to fill up the blank. "What a disgrace," says Senhor Joze Bonifacio d'Andrade, "that, from indolence alone, such a beautiful country as ours, which is so peculiarly adapted for the growth of trees of every variety and from every clime, should be without woods and plantations! It is high time that we awake from our profound sleep, and seriously reflect on the evils Portugal suffers from the want of trees, fire-wood, and timber. Without wood, that humidity necessary for other plants and for animals cannot exist, and the land becomes arid and naked. Without dews and showers, springs dry up, and rivers lack their natural supplies. The want of woods and water is doubtless the cause of the ague and malignant fevers, so prevalent on the exposed and scorched fields of Portugal. Without woods and thickets, what is to absorb the pestilential vapours of the fens? what will spread by our rivers' sides the freshness of winter? what will imbibe the vapours arising from the sea, from rivers, and from lakes, which, in part dissolved and supported in the atmosphere, fall in rain, and in part decomposed in gases, purify the air, and support animal respiration? what will absorb the carbonic gas which animals respire, and release the oxygen which invigorates the blood and supports life?"

"If canals for irrigation and navigation cause agriculture and commerce to prosper, they cannot exist without rivers, neither rivers without springs, nor springs without rains and dews; these, in their turn, have their origin in humidity, and humidity in woods; it being notorious that a tree ten years old distils 30 lbs. of water daily, which is carried off in the atmosphere around, while 3½ square feet of exposed ground loses 30 lbs. of

water in the same space of time. Without humidity, there can be no pastures, without pastures no cattle, without cattle no agriculture. Trees make land fertile and delightful, and produce wealth; the want of them causes sterility, bleakness, and poverty. In fine, without an abundance of wood and plantations in proper positions throughout the country, in vain may the Government pretend to encourage mining, manufactures, navigation, agriculture, or any other sources of enjoyment to social and civilized man."

There are not less than 70 leagues in extent of sand on the sea-coast of Portugal; and in some parts the sand penetrates one league into the interior, as may be seen between Mira and Quiaios, and also at Pataias. It is calculated that sand drifts inland at the rate of three braças, or about 20 feet, per annum, such being the approximated result of the observations made during the last half century. Nothing is more easy than to put a stop to this continually growing evil.

The simple enclosure of the ground at various angles, and planting and sowing it with pines and hardy shrubs, will break the force of the winds, and prevent the drifting of the sand. Vines and aloes should be interspersed here and there, to increase the strength and density of the enclosures. The juniper and the arbutus trees, indigenous to the country, might not only be made to cover the ground, and render the moving sand fixed, but also to produce excellent vinegar and a wholesome spirit. The Seville olive, under shelter, would thrive and produce abundantly; and the Carob-tree\* would not only form a delightful variety in the plantation, but enable Portugal to produce millions of arobas of beans, instead of 248,160 arobas, the total production of last year. Oats, too, could be sown at intervals.

Grand and noble as would be such an undertaking, the work might be done speedily, effectually, and for one and a certain outlay, which far from being lost would be repaid with usury. Moreover, a splendid road, at trifling cost, could be made all along the coast.

The plantation of wood over such an extent of country would

\* Carob-tree (*Ceratonia siliqua*), a native of the Levant. A tree with horn-like pods.

effect beneficial changes on the climate, regain much lost land, prevent the filling up of rivers and the blocking up of their bars, afford pasture for cattle and constant supplies of fire-wood, aloe fibres for cordage, soda, spars, timber, pitch, vegetable manure, and game—that luxury both to the poor and the rich.

Thus much for the sandy, now for the stony ground. It is notorious that pines will grow anywhere, in any soil, climate, or exposition; yet from the Minho to the Guadiana, the mountain-crests of Portugal are barren, because uncultivated!

At what little expense might these not be planted? and that expense once incurred, what a golden harvest might not be reaped! In this one particular alone, what a splendid undertaking for a body of enterprising capitalists!

The interior, too, also lacks wood. Hundreds of acres lie waste, all of which would produce timber or oil to an extent equal to the consumption of the entire kingdom.

The following are some of the trees and plants which Senhor Jozc Bonifacio considers best adapted for cultivation on the sea-coast.

<i>Arenaria peploides</i> , Linn.	
<i>Asparagus officinalis</i> , Linn.	. . . Garden asparagus.
<i>Empetrum album</i> , Linn.	. . . Sweet juniper.
<i>Salicornia herbacea</i> , Linn.	
<i>Salsola tragus</i> , Linn.	
<i>Scilla maritima</i> , Linn. }	. . . Wild onion.
— <i>odorata</i> , Linn.	
<i>Tamarix Gallica</i> , Linn.	. . . Tamarisk.
<i>Agave Americana</i> , Linn. }	. . . Aloe.
— <i>fœtida</i> , Linn.	
<i>Arbutus unedo</i> , Linn.	. . . Arbutus.
<i>Cactus opuntia</i> , Linn.	. . . Indian fig.
<i>Erica vulgaris</i> }	. . . Broom.
— <i>cinerea</i> }	
<i>Fraxinus excelsior</i> , Linn.	. . . Ash.
<i>Morus papyrifera</i> , Linn.	. . . Papyrus?
— <i>nigra</i> , Linn.	. . . Mulberry-tree.
<i>Olea Europæa silvestris</i> , Linn.	. . . Wild olive.
<i>Platanus orientalis</i> , Linn.	. . . Platane. Plane.
<i>Pinus maritima</i> }	. . . Pine.
— <i>silvestris</i> }	
<i>Quercus fructicosa</i> , Linn.	. . . Dwarf oak.
<i>Sambucus nigra</i> , Linn.	. . . Elder.
<i>Arundo donax</i> , Linn.	. . . Caue.
<i>Salix alba</i> , Linn.	. . . Silver willow.
— <i>Babylonica</i> , Linn.	. . . Weeping willow.



## IV.

## ADDITIONAL NOTE.

## THE CULTIVATION OF RICE.

*The cultivation of rice* is now being followed to a considerable extent in the marshy ground of Abrantes, Alvéga, Ponte de Soro, Aleoxete, and Coyna, in the vicinity of the Tagus; at Aleaquer do Sal, on the Sado; and likewise in the kingdom of Algarve; at Albofeira and Loulé, in the district of Faro, near the river Quarteira. For every grain of seed sown, one hundred are reaped. But at what a sacrifice! not simply of quadrupled wages and other heavy expenditure (for here the labourers, instead of 100 rs., or at most 160 rs. per day, receive 400 rs.), but of human life, which we are assured may be rated at 25 to 30 per cent. per annum. The unfortunate labourers, attracted by the allurements of high emolument, render themselves willing sacrifices—drooping and dying unknown and unheeded. Of this startling fact no statisticks are published; but we have it from good authority, that in 1849 a malignant fever devastated the province of Alem-Tejo, and carried off one-third of its population; on which the able and diligent Civil Governor at that period (the Councillor Albergaria Freire) prohibited the further cultivation of rice in his district, and ordered the *tanques* (or rice-ponds) to be ploughed up and destroyed: we also know that in 1852 the magistrate (who actually serves as Civil Governor of Lisbon), when holding a like important office in the district of Leyria, issued similar orders in his governorship.

A century ago rice was grown on the extensive and valuable estate of Rio-Frio, near Aleoxete, then the property of the noble and ancient family of the Cabraes; but such was the loss of life on the estate, that “the philanthropic spirit of these fidalgos caused them to forego all the immense advantages which they might otherwise have derived from such a pernicious culture, and to desist from it.” This estate, in the hands of new possessors, has again become an *arrozal* (a rice-ground); and from the improved system of cultivation adopted,

we have no doubt that the mortality there may be below our general estimate.

We would not, however, make it only a *comparative* loss of life, but avoid the sacrifice altogether, and yet promote the production of rice in Portugal.

We will not appeal to despotick measures for the improvements called for in this branch of agriculture; neither would we wish that, as in former times, when men presumed to make port-wines after their own particualar fashion and taste, and were often condemned to the perpetual loss of liberty and property by the stringent laws of the Royal Wine Company's monopoly, the rice-growers should be sent into banishment, and their grounds confiscated; but we do appeal to the Sanitary Commissions to do their duty in the cause of humanity, which is in fact their own individual cause as well as that of their own people.

From the *tanque* system it is that the miasms arise. Let such system therefore be abolished. The marshes may be enclosed, and, after making due provision for periodical irrigation, properly and systematically drained.

Perhaps a different seed under this different treatment might be required; and probably such seed, instead of 100, might not produce more than 75! But the new culture might be prosecuted with safety and economy,—life and monecy both being saved.

It is to be hoped that this important subject may soon deserve the serious consideration of the Portuguese legislature; and from all we can learn, the obituary of Aleoxtete, in comparison with the number of *fógos* (hearths) in the district,—the records of the fearful proportion of deaths to the number of unfortunate invalids from the rice-fields, who succeed in reaching the hospital of St. Jozé in Lisbon,—and similar documents to be procured from the other districts, would materially assist the Ministers in their labours.

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## PART III.

AGRICULTURE—*continued.*

- I. THE PROVINCE OF ENTRE-DOURO AND MINHO.
- II. THE WINE-DISTRICTS OF THE ALTO-DOURO.
- III. THE PROVINCE OF THE TRAZ-OS-MONTES.
- IV. THE PROVINCE OF THE ALEM-TEJO.
- V. THE KINGDOM OF THE ALGARVE.
- VI. THE PROVINCE OF BEIRA.
- VII. THE PROVINCE OF ESTREMADURA.

## I.

## PROVINCE OF ENTRE-DOURO AND MINHO.

THE province of Entre-Douro e Minho (between Douro and Minho) is one of the most fertile in Portugal.

*Caminha*, on the Minho, and *Vianna*, on the Lima, are its only shipping ports.

*Villa do Conde*, on the Ave, and *Esposende*, on the Cavado, are only accessible to small craft. The first red-wines shipped from Portugal to Great-Britain were produced in this province, and were shipped from *Vianna*.

The wines grown on the margins of the Lima and in the neighbourhood of *Monção* are of delicious quality—full of colour, flavour, and aroma; those of *Monção* in particular possess such a high celebrity as to have been described by *Nimes de Leon* as sufficient for the supply of a kingdom. Originally there was a Wine Company in *Monção* for regulating the exportation of Minho wines, but the character of port-wine having gradually changed from a fine full Burgundy style to a strong full-bodied wine, the delicious produce of the Minho is no longer an article of exportation, and its cultivation is deplorably neglected. It will hardly be believed, yet such is the fact, that the wines of the Lima and *Monção* are not known in *Oporto*; and why?—because the want of roads renders the transport so difficult, that a pipe of wine would incur expenses equal to 75 per cent., or at times 100 per cent., on its first cost before it could reach the ‘unconquered city;’ and owing to the Wine Company’s



restrictions, a prohibitory duty is imposed on its importation by sea. From the now improving taste on the part of the British consumer, who decidedly has not the love he once had for potent wines, we are convinced that the time is arriving when prejudices will be removed, and Minho wines will again be known and appreciated in Great-Britain. We have spoken of their quality if properly eared for; and we now can assert, that such wines might be imported into this country if the duties were to be reduced (we will not say to 1*s.* but to 2*s.* per gallon), and sold to the consumer at 1*s.* per bottle;—wines, too, that *at the price* would bear the palm against all the red-wines in the world, not even excepting those of France. Vianna affords every facility for establishing warehouses and dépôts for wines, and the river Lima carries sufficient water to facilitate the conveyance of wines from Ponte de Lima to the sea-coast. There are no restrictions to the exportation of the wines of Portugal excepting from Oporto, always providing that they are the growth of the province whence it is proposed to ship them; and the reformed taste, already referred to, combined with the promised improvement in the internal communications of the province of Minho, lead us to suppose that ere long a Joint Stock Company may be induced to settle in this quasi *terra incognita* in furtherance of their mutual interests and the publick benefit. For our own part, we do not hesitate to say that we should have the greatest pleasure in joining such a Company, and in re-introducing these once valued wines into Great-Britain; and as an earnest of the sincerity of our declarations, we beg to state that we shall be happy to communicate with any nine men who may be disposed each to add £1000 to the same amount which we ourselves would venture as a commencement. Of course there would be no attempt to introduce these wines under other than their proper names. We would call them neither port, nor burgundy, nor claret; but we would ship them as Vianna red-wine, under a particular brand, and in the peculiar casks of the country; and on arrival they should also be disposed of under their own signification, and without being blended with Benecarlos or Sicilian mixtures.

An establishment of this description would do more towards

opening the eyes of the Government of Portugal to the folly of their restrictive policy with regard to the exportation of ports than all the protocols and negotiations in the world.

The wines between the Lima and the Douro are, without exception, green, harsh, and bad—all passing under the one generic term of *vinho verde*.

No wines whatever, excepting those grown in the Wine Company's district in the Traz-os-Montes, are permitted to be exported by the bar of the Douro.

Entre-Douro and Minho is the most populated, the best cultivated, and the most fertile province of the kingdom. "It literally abounds," says the author of the 'Corrografia Portuguesa,' "with wheat, maize, wine, cattle, game, honey, wax, and fruits. Its rivers and its coast furnish fish in great abundance and of the choicest description," amongst which the Minho salmon holds a very important place. The climate too is delicious.

Amongst the fruits the following deserve especial mention, viz. the Guimarães long black plum and apricot, also the Braga orange.

This province in its geological formation belongs to the Silurian system of modern geologists. Micaceous schist and gneiss appear in different parts alternating with granite. Granite and sienite, indeed, form the greater part of 'Entre-Minho and Douro.' Argillas fulonicas and steatita (soap-stone), iron, tin, and antimony, abound.

According to the Government Returns in 1848, this province produced 251,300 pipes of wine, 1055 pipes of oil, an immense quantity of flax, cork-wood, oak bark, hams and bacon, potatoes, cattle, game, timber, fire-wood. Kaolino argilloso, quartzo fumaceo, crystal da rocha, topasios, amethystas, rubis, are found on the Serra de Gerez.

The mineral waters are numerous, and of the greatest importance.

The Minho is justly termed the garden of Portugal, in which, almost unaided by the hand of man, the greatest variety of flowers and shrubs flourish in perfection.

From the medicinal and other plants, dyes and drugs might be extracted to a great extent.

## ADDITIONAL NOTE (for MINHO and TRAZ-OS-MONTES).

1st July, 1853.

Since the foregoing pages were written, the roads from Amarante to Regoa and from Oporto to Braga have been completed, and an anxious wish is displayed by the Government to continue these most necessary works.

## II.

## THE WINE-DISTRICTS OF THE ALTO-DOURO (PROVINCE OF TRAZ-OS-MONTES AND BEIRA ALTA).

These districts are best known as the particular territory, or demarcation (under the despotick control of the Oporto Wine-Company, whose imposing appellation is the *Companhia Geral da Agricultura das Vinhas do Alto-Douro*), producing the wine known in this kingdom under the characteristick name of 'port.'

This mountainous district is distant from *Oporto* about 15 leagues, extending from *Villa Real* on the north to *Lamego* on the south, and from *Barqueiros* on the west to *Sam João da Pesqueira* on the east, or about eight leagues in length by four in breadth. The whole is of metamorphick and plutonick formation, and is therefore most favourable for the cultivation of the vine. The schistous strata blended with argill produce wines full of colour, life, spirit, and perfume, and (as Dr. Rebello observes) "possessing a particuar and delicious flavour that is seldom to be met with in other regions." The quartz, which forms the visible base of this most important district, and which is so admirably adapted for the formation and pavement of roads, still remains in its virgin state! Roads—there literally are none, unless the paths leading from the river to the summits of the scerras, and describing an angle of  $45^\circ$ , may be considered worthy of the name.

The only means of conveyance here, as elsewhere in Portugal, is, for light goods, on muleback, and for pipes of wine in rude bullock-carts, the wheels and axle of which turn round



together. The oxen here are not yoked neck to neck as in *the Minho*; they draw with their heads, which are cushioned for the purpose.

When a cart descends by way of the steepest paths, ropes (held from behind by two carters) are usually attached to the horns of the oxen, literally to prevent their being crushed by the too rapid descent of the cart and its load. In travelling through these wine-districts, we had an opportunity of witnessing an incident of this nature, and when by a sudden jerk the pipe sprung out of the cart, cleared the oxen, and bounded unassisted to the spot of level ground below. As a singular proof of the general strength of the construction of these elegantly shaped casks, we can assert that this identical pipe was not in the slightest degree injured by all the somersaults it had made in its fall. Not so, however, as to its contents. As an angry nurse would punish a froward child, so the carters, to revenge themselves on the truant vessel, struck it two smart blows on its waist, on which the bung started into the air, and the men, seating themselves like huge Bacchi on either end, face to face, inserted their reeds into the aperture, and quaffed the ruby liquor to their hearts' content; and this was not all, they bade us, and many other passers by, a hearty welcome, and that we would make ourselves *at home!* Curiosity tempted us to ascertain to whom the wine belonged, when to our no little surprise, and vexation, we discovered that *our own* brand was on the heading of the cask!! This practice of the carters prevails throughout the district, and we fear that it will be long before it can be reformed; but as to the means of internal communication in some parts, we should suggest the adoption of inclined planes, such as are usually to be seen in slate and other quarries, and on which one or more carts might be made to descend, whilst others ascended, unaided and simultaneously. A few stoutly handled pickaxes would do all the work, little other expense being requisite.

The Wine-Company monopoly has, ever since its establishment, levied taxes on the proprietors of the soil, for the purpose of making roads, and for the improvements of the navigation of the Douro, but no account has yet been given of the *application* of this by no means inconsiderable revenue;

certainly it has not been applied to the purposes for which it was intended.

The peculiar wines produced in this demarcation, the mode of making wines, and the Wine-Company monopoly, are all fully described in other parts of this Essay.

In the Alto-Douro the plough cannot be employed in the vineyards, and the soil is all turned three times a year by hand-labour.

The labourers in the vineyards earn from 6*d.* to 8*d.* per day, women being paid only about one-half this wage. They are allowed broth (made with oil or lard) and one salt sardine for breakfast; broth made with oil and beans, with potatoes and an 'idea' of salt eod (*algum bacalhão*), for dinner; broth and another sardine for supper; and at all the meals, *agôa pé* (foot-water) à discretion; but they find their own bread, which costs them not less than 2*d.* per day. The men are also required to find their own pruning-knife and hoe.

On saints' days and holidays the pay is stopped, but the rations are served out as usual.

The vintage expenses for cutting and housing the grapes, feeding the labourers, making the wine, &c., vary from 12*s.* to 15*s.* per pipe, according to the distance that the grapes have to be carried.

The annual expense of raising one pipe of wine varies from 15*s.* to £3, according to the nature of the ground.

The value of a vineyard is first estimated according to its soil and position, and next by the quantity of wine or the number of pipes it is capable of producing, the inequality of the ground rendering geometrical measurement impracticable. It is usual therefore, in speaking of the size of a property, to substitute *pipes* for *acres*. In England we say a field of 100 acres, in Portugal they speak of a vineyard of 100 pipes.

A piece of ground 25 *braças* square, or containing 625 square *braças*, and planted with 1000 vines, is calculated as being able to produce one pipe of wine of 115 imperial gallons.

A Portuguese *braça* is equal to 6 feet 8 inches, English measure.

An English *acre* contains 845·87 *braças* (or 4046·6648 *metres*

*carrés*), and being planted in the above proportion, that is, with 1250 vines, ought to produce  $1\frac{1}{4}$  pipe of wine.

The Wine Company's district produces about 105,000 pipes of wine annually; we may therefore estimate the vineyards within the Company's demarcation at about 130,000 acres.

Regoa is the shipping port where all the wines of the demarcation, previous to their being allowed to descend the river, must be duly registered in the palace of the Company's agents, or such wines will not be admitted within the barriers of Oporto.

The climate of the Alto-Douro is very cold in winter and excessively hot in summer. Last year, during the vintage (September and October), the thermometer usually stood at  $105^{\circ}$  of Fahrenheit in the shade. There are very few springs within the demarcation, so that the want of water is severely felt, and is doubtless the principal cause of the limited population of this part of the Traz-os-Montes and Beira. During the hot weather, dense fogs rise from the Douro and its tributaries, causing a prevalence of ague in their particular neighbourhood.

As the whole district is essentially dedicated to the culture of the vine, bread and provisions are both dear and scarce. Beef is only killed once or twice a week in the larger towns, which are several miles apart. Salt cod and sardines, or salt pork with maize bread, is the ordinary food of the inhabitants of the villages.

A Subsidio Litterario (a subsidy for the support of national schools) is levied on produce; and in every *freguezia*, or union of parishes, a *pareador* (guager) is appointed by the Municipal Corporation for the purpose of measuring all the casks sent for the loading down the wines from the farmers. The usual size of an Oporto pipe is 116 gallons imperial measure, or 21 almudes and 6 eanadas. In the Alto-Douro a pipe is made to contain 21 almudes and 9 eanadas; the extra measure being allowed in consideration of the extraordinary quantity of lees deposited by new wine.

Wild boars are occasionally met with on some of the serras. Vultures and the grey eagle hold dominion on the snow-capped Serra do Marão. Partridges (the red-legged) abound every-



where, but are wild and difficult to get at. Lamego is celebrated for its delicious hams. Tea and coffee are only used amongst the more wealthy proprietors; lard-broth being almost universally consumed, morning, noon, and night. The villages are formed of wretched hovels with unglazed windows, kitchens without chimneys, and narrow streets or passages—the nurse-beds for manure. The towns are full of abandoned convents, ruined mansions, and desolated churches. In a word, the beautiful Alto-Douro wine-district, which ought to be the greatest source of publick and private prosperity, and which is naturally the richest portion of the entire kingdom, is an abandoned wilderness whose population live in penury and wretchedness. They have abundance of wine, but they have not bread, nor the ordinary necessaries of life; and as they have not the liberty of disposing of their produce, except under certain established regulations, those necessaries they cannot at all times procure!

Such is a view of the state of the territory, and such the condition of the inhabitants generally, within the demarcation of the far-famed ‘Royal Oporto Wine Company.’ Of course, there are many individual exceptions of wealthy proprietors, who fully appreciate modern comfort, and whose establishments form a remarkably striking contrast to those of their less opulent neighbours.

#### ADDITIONAL REMARKS,

1st July, 1853.

Since the Wine Company has been ‘exonerated’ from its official position in the Alto-Douro, and the export duties have been reduced and equalized to all the world,—since the trade at Oporto has become almost free,—a visible change for the better has come over this wine-growing region; the produce of the entire district being sought for with avidity, and bought up even for years *in prospectu*, at enormous prices.

Many other liberal measures will, we are assured, be now carried out; and perhaps before this work can be put

through the press, all the restrictions still shackling the production of the province may be altogether swept away, and free-trade in port-wine established in the country where it is produced. Then, we, at all events, in accordance with our long-published principles, shall feel ourselves called upon heartily to labour in this country for the reduction of the wine-duties, but which, under the present circumstances, we do not feel justified in doing.

## III.

## PROVINCE OF TRAZ-OS-MONTES.

There are several very large tracts of land on both margins of the Douro, between the Spanish frontier and the confines of the Wine Company's district, where wines quite equal to the best port are produced; and where, in a very few years, if necessary, at least 80,000 pipes might easily be obtained. It is true, that during the present restrictions of the Wine-Company monopoly, such wines cannot legally be introduced into the 'district;' but as was stated by Mr. Forrester before the Committee on the wine-duties, so often referred to, these wines all find their way down to Oporto, and thence to this country as choice port. The most extensive and remarkable property in the kingdom of Portugal is the Quinta das Figueiras or Vezurio, belonging to the young fidalgo Senhor Antonio Bernardo Ferreira. This *Quinta*, situated only about fifteen miles distance from the Company's demarcation, produces already about 800 pipes of choice wine annually, which might be considerably augmented. It is also justly celebrated for its delicious oil, almonds, and fruits. This is one of the lions of the province, and ought to be visited by all those who are interested in the country, and anxious to see the finest specimen of wine-making, and the grape cultivated in perfection.

Where there is water, the Trazmontano farmer obtains from his ground, every year, first a crop of rye or barley, and next one of maize or potatoes; which latter are now being cultivated to a considerable extent: the dry land seldom yields more than one crop annually, although sometimes feijão fradinho (little

friar's beans) may be sown amongst the standing corn, so as to ripen after that be cut.

This province is famed principally for its wines known as port-wine, and which we have described fully under the head of Alto-Douro. It is also celebrated for olive-oil (of which it now produces about 4500 pipes annually), fruits of all kinds (especially walnuts, almonds, pears, apples, grapes, figs, melons, oranges, peaches, lemons, limes, citrons, quinees, &c.), potatoes, onions, oats, maize, rye, game, and hams. The game, from the mountainous character of the country, is difficult to get at. The hams, from the pigs being all fed on chestnuts and acorns, are in great request, and form an article of commerce.

Wild boars, wolves, genets, wild cats, kites, buzzards, horned owls, eagles, are common in the remote *serras*, and storks and herons in the valleys.

Little of the beauties of this province, or of the excellence of its productions, is known without its boundaries, there not being a single road between its extremities worthy of the name. A great variety of wines, which are not unlike to Clos Vougeot, Chambertin, and Romanée, are grown in the vicinity of the Tua, Sabor, Villariça, Pocinho, Agueda, Ribeira Doura, and Riba Teja.

The white-wines of Moraes, Bragança, Moneorvo, Arêas, and Nozedo (all of which are transported to the margins of the Douro at Cabanas, near Sabor, and many of them introduced into the Wine Company's districts) are of excellent quality; and there is a peculiar red-wine, made near Murça from a grape called Cornifesto, which is not cultivated in the Alto-Douro district.

Wheaten bread is little known by the inhabitants, excepting on the frontier, where, as we have described elsewhere, wheat is smuggled from Spain. Enough wool and flax is produced to provide coarse woollen and linen cloths for home use. Formerly much silk was reared, but now this most profitable and easy culture has been almost entirely abandoned.

The Traz-os-Montes is thinly populated, and the generality of the inhabitants are wretchedly poor. The towns and villages are full of the ruins of the once-famed elegant and massive edifices erected in the reign of Dom Denis. Each stone of



these buildings bears a peculiar hieroglyphick or masonick mark, of which full explanation has been given, in 'Les Arts en Portugal,' by the noble Count A. Raczyński, late Minister from the Court of Berlin to that of Lisbon.

Moorish and Roman remains exist in various directions, and, amongst the latter, Trajan's Bridge at Chaves is still in excellent preservation. Near the Barca d'Alva are also to be remarked the remains of the ancient town of Caliabria, and further north the curious spiral paved road built by the Templars to facilitate their journeyings from Pinhel to Freixo d'Espada à Cinta.\*

In this once important place, the castle, the cistern, the church, and several mansions of the time of El Rei Dom Denis (the Farmer King), are still in tolerable preservation; otherwise Freixo is a mere wretched hamlet, serving as a dépôt for Spanish produce. The grain, being once safely housed in Friexo, is immediately naturalized as if it were of Portuguese growth, and disseminated in all directions.

Bragança and Villa Real are the two capitals of the Traz-os-Montes,—and Chaves, Villa Flôr, and Moncorvo, towns of importance.

## IV.

## PROVINCE OF ALEM-TEJO.

The Alem-Tejo is the largest and perhaps naturally the richest province of Portugal; so much so, that nineteen centuries ago Julius Cæsar styled it the 'Sicily of Spain,' and in many of the old annals of the Peninsula, the Alem-Tejo figures as the 'granuel' (granary) of Portugal. In our day, this province is

\* "When King Denis" (says Father Josephus) "first passed this way, the understanding of His Highness was fairly impressed with the sight of a noble ash (*freixo*) on an eminence, from the which a view of the whole country on both sides the river could be commanded. El Rei did make a halt, and, ungirding his good sword from his own waist, buckled it round that of the tree, exclaiming in a mighty voice, 'Here we will build unto ourselves a town, plant vineyards and olive-trees, sow good fields of corn, and rear flocks and herds, and the town shall bear the name of *Freixo d'Espada à Cinta*,'—Ash of the girded sword (literally, Ash with the sword round its waist)."

the worst cultivated and most thinly populated of the entire kingdom. With the exception of the small properties in the immediate vicinity of the principal towns, agriculture appears to be unknown in the Alem-Tejo, the inhabitants evidently contenting themselves with the precarious but spontaneous productions of nature.

The reason of this deplorable change may be traced to the following fact.\* The fecundity of the soil of this province has been proverbial from the remotest times; and people of substance, relinquishing or disposing of their property in the north, came here, and uniting many small farms into a few extensive estates, these have descended from father to son undivided and undiminished, and, through mismanagement and neglect, are at this moment so many waste lands, in the possession of proprietors who themselves have not the means of cultivating them, and who will not allow others to do so. Hence, there being no employment for agricultural labourers, the Transteganos have dispersed themselves over the other provinces, leaving the feudal lords in full possession of their lands, their pride, and their poverty.

The vestiges of habitations and plantations yet apparent in various directions of this deserted portion of the Peninsula are lamentable proofs of the fact.

The great trade formerly in *hogs, salt, pork, chouriços, &c.* has dwindled down to comparative insignificance, and now the Alem-Tejo *imports* much, and literally *exports* nothing. Wood is scarce, and, with the exception of the chestnut serras of Portalegre, there is hardly a plantation, copse, or wood in the whole province. The Serra d'Ossa and others would all produce pines for the benefit of the country generally, as well as various other timber and fruit trees, of which the inhabitants stand so much in need.

The Alem-Tejo might become essentially an oil country, and made to supply more than three kingdoms of the extent of Portugal with this one of the most important necessaries of life.

At present the *wild* olive-tree most abounds, and conse-

\* Faria Severino.

quently the oil of the Alem-Tejo is the worst in the whole country.

We possess a most interesting paper (descriptive of this province) which was kindly addressed to us by Senhor Caetano Joze Alvez d'Araujo. We embrace this opportunity of cordially thanking this gentleman for the prompt and very effective manner in which he responded to the publick appeal that we made to the Portuguese Government authorities and people for information regarding their country. We also tender our acknowledgments to Senhor Joze Silvestre Ribeiro for information which that gentleman has forwarded to us on the Island of Mådeira, but which unfortunately has not yet come to hand; to His Excellency Manoel de Mello Castro d'Abreu (Civil Governor of Vizeu) for some most interesting statistieks respecting that district; and to Senhor \_\_\_\_\_, of Vizeu, for interesting hints on the same subject.

These are the only communications with which we have been favoured.

## V.

## KINGDOM OF ALGARVE.

This kingdom, for such is its nomenclature, may be looked upon either as a freak of nature or a monument of human ignorance or folly. The climate is delightful, the country almost one continued plain, the soil grateful, the position maritime, the ports excellent; yet some parts are altogether without inhabitants, and not one-eighth of the ground is under cultivation.

The principal ports are—

*Faro*, with *Olhão* at its entrance, the capital of the district,  
*Villa Nova de Portimão*,  
*Villa Real de St. Antonio*,  
*Lagos*,  
*Tavira*,  
*Albofeira*, and  
*Sagres*.



The three first-mentioned ports have deep water, and will receive, almost at all seasons of the year, vessels of 100 to 200 tons burthen.

*Villa Nova de Portimão*, being the centre of the productive districts of *Silves*, *Lagõa*, and *Alcantarilha*, is the port of the greatest commercial importance.

*Villa Real de Santo Antonio* has the advantage of being situated at the mouth of the *Guadiana*, which is navigable for barges carrying cargoes equal to 2000 to 2500 bushels of wheat from or to *Mertola* (thirty-six miles), and from which place such cargoes may easily be conveyed to the Alem-Tejo and to Lisbon, or shipped to foreign parts, direct from Villa Real.

Agriculture and manufactures are here on a par. Nature, unaided by art, rules predominant; yet such is the fertility of the soil, that where even ordinary attention is given, the land may be made to produce from 12 to 15 per cent. on capital invested.

The Algarve produced in the year 1848—

10,600 pipes of wine,  
1,869 pipes of oil, and  
250,000 arobas of figs,

besides a fair quantity of

Almonds,  
Raisins,  
Oranges,  
Maize, wheat, oats, rye, and rice,  
Chestnuts, cork-wood, algarroba or alforraba (locusts or carobs),  
And delicious fruits and vegetables of every kind.

The *wine* is principally consumed in the country. The *figs* are exported to the Netherlands, to Belgium, to Norway, and to other of the northern countries of Europe. The *almonds* are generally conveyed to Lisbon for transhipment to England, Hamburg, &c. The *cork-wood* and *oranges* go to England, Hamburg, Russia, &c. Algarroba gives a splendid yellow dye for silks, and is a nutritive food for cattle. These beans are shipped in considerable quantities to Genoa and to other ports of the Mediterranean, and also to the Adriatick.

The beans of the alforrabeira (siliqua—carob-tree), resembling dates in flavour, are commonly roasted, ground into flour, and made into bread for domestick use. In Lisbon and Oporto the pods are sold in the fruit-market at  $1\frac{1}{2}d.$  per pound, and are not unfrequently introduced at table for dessert. The alforrabeira, always green and always bearing fruit, thrives best in a calcareous soil, although it is sometimes to be met with on the most inferior ground, and even on the bleak sea-coast. Next to the fig-tree, the alforrabeira is the most useful and the most productive in the province. It may be propagated with the greatest facility, and yet its cultivation is now wholly neglected. The wood is hard and close-grained, and admirably adapted for water-machinery; hence, although the fruit yields a better revenue than the timber, thousands of fine trees are cut down annually, and without others being sown or planted in their place.

*Potatoes* are hardly known yet in the Algarve; and *wheat*, *barley*, *maize*, and *rice* have only lately been brought into cultivation.

*Rye-bread* is universally used by the inhabitants. *Chestnuts* are likewise a staple article of food.

*Olive-oil*, being carelessly made, is of a very inferior description.

The vines known by the names *Alicante*, *Bastardo*, *Boal*, *Monvidro*, *Negra Molle*, and *Pechim*, (very few of which are to be found in the Traz-os-Montes, or Royal Wine-Company's district,) produce the most delicious grapes, from which wine is very seldom made. The very ordinary descriptions (selected where quantity and not quality is the object), from which the wine in general consumption is made, are Perrum, Crato, and Assario; every plant of which ought to be eradicated, in order to give place to more approved *castes*. Sometimes, although very rarely, the wines are made without water, and are fully fermented in the usual manner, without husk or stalk, and with a little care in treating it afterwards. Six pipes of the newly fabricated wine of the Algarve will make one pipe of brandy of  $10\cdot50^{\circ}$  tessa. This spirit is so good, although inferior to what it might be made to be, that a certain Corporation got up a report that large cargoes of brandy from France had been introduced

by contraband into the Algarve, from which the most serious losses would be entailed on the distillers of Douro wines!

The cattle are small and ill-fed. Poultry is poor and scarce. Partridges, woodcocks, wild ducks, and wild canaries, foxes, hares, and rabbits, abound. Goats and hogs are reared in immense numbers; and wolves and wild boars still inhabit the mountains.

Formerly *silk* was reared to a considerable extent, but now this source of wealth is no longer cared for.

The *aloe* (alloës) is indigenous to Portugal south of the Mondego, and flourishes here in native luxuriance. Its fibres are used for cordage, and also, when dyed, for elegant baskets, and drawing-room ornaments. These are termed *obras de pitta*, and are to be met with in Lisbon.

In this province the *Carrasqueiro* (Kermes oak) grows wild: this tree is celebrated for the insect which produces the beautiful dye 'kermes' (in quality nearly equal to cochineal), but the Algarvians feel no interest in gathering it.

The *fig-trees*, it may be said, grow wild also, or at all events they bring forth their rich harvests without cost or trouble to the land-holders.

The *arbutus* is also indigenous to the country, and its berries afford a spirit which, in the absence of brandy, is consumed in the province. A coarse spirit is also made from figs.

Some excellent *raisins* are exported, and the reason why so little good wine is made is, *first*, that the grapes in a dried state yield a better price; and *secondly*, that it is an universal practice in the Algarve to mingle water with the grape-juice, or must, in the proportion of one part of the former to six of the latter, in order to insure increased *quantity*.

The falling-off of the once productive fisheries we have described in a separate chapter.

*Spartum* (Esparto—way-thorn furze) was formerly so much cultivated by the Algarvians as to become a lucrative article of exportation to Castille,—now the people of the Algarve derive their supplies from Andalusia.

Esparto is converted into cordage for fishing-nets, and other purposes of a similar nature, for which it is even better adapted than hemp or flax. The village of Alte and its neighbourhood



are especially celebrated for this industrial produce, which affords employment for women and children.

From the leaves of the *palmeira* (palm-tree) are made the *ceiras* or baskets in which figs are exported.

*Barilla* (soda), which might be obtained from native salt, or from the sea-weed so abundant on the whole line of coast, is imported from Great-Britain.

A few coarse woollen cloths, some cotton lace, with the cordage fig-baskets, and aloe nick-nacks, form the sum total of the industrial productions of the Algarve.

The oil of the tunny and pilehard is consumed principally in the interior, but occasionally it is exported coast-wise.

The province is deficient in water and timber, but we have been assured by intelligent Algarvians themselves, that by resorting to the simplest means, a fine supply of water might be obtained.

#### ADDITIONAL REMARKS.

1st July, 1853.

The province of Algarve, protected by the high duties levied on tea, salt-fish, colonial produce, foreign manufactures, &c., used to carry on a very lucrative smuggling trade,—but this is now nearly put a stop to, by the late reduction in the tariff and by the vigilance of a couple of steam coasters or revenue cutters.

It appears to us that this great change will prove most beneficial to the Algarvians, inasmuch as being now deprived of this illicit and irregular means of subsistence,—they will in self-defence be compelled to rouse themselves into honest activity; and with hoe, and with plough, bring to light the not to be exhausted mine of wealth, hitherto trodden as a thing despised under their feet.

Let them turn-up the soil—bore for water—plant timber for shelter on the plains, and for the improvement of the atmosphere—let them cultivate the vine—the olive—the fig—the carob, to a still greater extent (for each and all might be cultivated with little trouble, and at a far less expense than corn)—

let them restore the mulberry plantations, and again become rearers of silk—let them gather the kermes dye—chasing the wolves from their lurking-places, and the wild boar from the thicket, so that an improved breed of cattle and of hogs may graze in their place—then would the Algarve, which is at present the least cultivated province in the kingdom, become the richest jewel in the Portuguese crown.

## VI.

## ADDITIONAL INFORMATION.

1st July, 1853.

## THE PROVINCE OF BEIRA.

This province is divided into Beira Alta (Upper Beira) and Beira Baixa (Lower Beira). Like the rest of the country, it is not half cultivated, and is most scantily populated; yet it abounds in wine, oil, corn, fruits, sumach, cork, flax, silk, honey, wax, cattle, poultry, game, pork, vegetables, chestnuts, &c. Of wine it produces about 250,000 pipes annually, and of olive-oil 10,000. The rivers Douro and Tagus are its northern and southern boundaries, the Mondego dividing the province midway between Oporto and Lisbon.

The oil might be of delicious quality if it were properly made, and the wine might be also fine if properly cultivated; but the process of salting the olives and then using boiling water to separate the oil, and the little attention paid either to the selection of the plant or of the character of the soil for the growth of the vine, are the reasons why the Bairrada produce does not enjoy good repute. The oil is rancid, and the wine earthy; and the Bairradenses seem determined to set themselves against improvements of whatever description.

The vineyards of the Bairrada generally occupy argillaceous and calcareous soil mixed with more or less proportion of sand. The vines are grown low, like so many gooseberry-bushes, and from the careless manner in which they are staked, the fruit, only too often, literally lies to ripen, or to rot, on the ground.

The Estrella is the highest mountain in the Beira, and

Manoel de Faria e Souza tells us that its summit is covered all the year round with snow. We cannot, however, give full credence to the assertion.

“Gold and silver,” says the same author, “are found in this serra, and also abundance of lead.”

Coimbra, the seat of the University, is the most fertile district; and Castello Branco, next to Faro, the least cultivated in the kingdom.

During the last few years the production of corn in the vicinity of the Mondego has considerably increased. In the years 1840 and 1848 the statisticks were as follow, viz.

	Maize.	Wheat.	Rye.	Barley.	Total.
1840 . .	66,487	9,012	1,570	3,253	80,322
1848 . .	116,266	13,150	1,781	24,390	155,587

VII.

ADDITIONAL INFORMATION.

1st July, 1853.

THE PROVINCE OF ESTREMADURA.

So rich and fertile is this beautiful province, that it might well be called the cornucopia of Portugal. A Spanish writer asserts that the *Elysian fields* were on the right bank of the river Tagus, where Lisbon now stands.\*

However this may be, there is no doubt that no place in the world is more susceptible of becoming an Elysium than is the province of Estremadura. “In the vicinity of the capital,” says Luiz Marinho Grande, “such is the fertility and abundance, such the quantity of wine, corn, oil, delicious fruits and vegetables, excellent bread, honey, cream, cheese, and everything necessary for man’s enjoyment, that day by day nearly 5000 horses, and at least as many men and women, are employed in bringing all these delicacies and necessaries into the city.”

\* “Los campos Elysios fueron adonde el Rio Tejo llamando entonees Estigio se mete en la mar a mano derecha de los quales tomaron el nombre la Ciudad Elisipolis, o Olisipo que es Lisbõa, y la provincia de Elysitanie, o Lusitania.”



Near to Santarem, it is stated that the climate is so fine, and the land so rich, that *harvest* actually comes within seven or eight weeks after *seed-time*! It is also affirmed that the Santarem horses are so swift, that their dam was 'Zephyr.'

How beautiful is the *estalajadeiras* (the landlady's) town of Golegã,\* situated, as it is, in the midst of fertile fields, abounding with every luxury in nature! How rich the country about Setubal† (Saint Ubes) in grapes, oranges, fruits generally, wines, and salt! Palmella, too, on its commanding height, appealing, as it were, to the farmer, to the sportsman, and to the domestic lover of nature, to settle in her neighbourhood! Thomar (the ancient Nabancia,‡ the convent of Templar celebrity, and in which, after the extinction of the Templars, the noble military order of Christ was instituted) is a perfect garden, abounding in the choicest fruits and flowers, game and fish. The present lord of the soil is the Count de Thomar,§ ex-prime-minister of Portugal. His lordship produces the most delicious hock-wines; and the odoriferous essences made from the myrtle-flower, which abounds in the vicinity of Thomar, are not to be surpassed.

Tojal (*the antiquissimo*), dedicated to Saint Anthony, and whose prior is the Archbishop of Lisbon,—Tojal renowned for its delicious light white-wines, for its fruits and its olive-groves!

Lavrado, Bucellas, Colares, famed for Nature's most favoured gifts, but, above all, for their wines, red and white, which, when well-made, cannot be surpassed in quality.

Torres Vedras, of never-to-be-forgotten celebrity in a mili-

\* Golegã, 4 leagues from Santarem, and 1 league from Torres Novas, famous for its cattle, wine, oil, and fruits, was actually founded by a Gallega (a Galaciau woman), an innkeeper, in whom also the name originated.

† Setubal, 6 leagues s. s. w. of Lisbon, and 1 from Palmella, was founded by Tubal, the son of Japhet, and grandson of Noah, 2103 B. C. The town was called Setubala, (which signifies 'joined to Tubal,') and the name has gradually sunk into 'Setubal.'

‡ In the year 653, the name was Nabancia or Nabão, but when the Moors subjugated Portugal, Nabão was converted into Thomar, from the name given to the neighbouring river, and which means *agua doce*, fresh or sweet water.

§ The order of the Temple was extinguished A. D. 1308. The order of Christ (in which the Author, in Portugal, holds the rank of Chevalier Commandeur) was founded A. D. 1319.

tary point of view, but positively unknown as being *the* spot, in the province of Estremadura, where the most delicious wines are grown, and may be made to grow to an indefinite extent, for exportation to any quarter of the world.

In a word, exaggerated or coloured, as the following picture, descriptive of the delicious fruits of this province may appear, it is nevertheless true. "Not even the pears of Calabria, the plums of Damaseus, the figs of Campania, the grapes of Caeta, the apples of Maucianus, the pomegranates of Phœnicia, the peaches of Persia, or the melons of Hostia, excel in flavour and size the orchard-fruits of the land in which Pomona, adored by the ancients, has fixed her abode."

The country, however, is, as we have before observed, left to nature; and on this account, perhaps, the scenery at least is more beautiful, because untouched by the destructive hand of man.

Roads! Roads! Roads! There are no roads,—and however great the beauties we have attempted to describe,—they are, still, one and all, buried and unknown.

The Tagus (that beautiful river which our forefathers used to ascend without difficulty as far as Toledo\*) has been fearfully neglected. During the winter season, in some situations, the current is five feet per second; and at the place called Vallada, where the river is 1330 feet wide, the volume of water that descends in that time is not less than 100,000 cubick feet. At the *Portas do Rodão*, 150 feet wide, the current is twelve feet per second; so that a volume of 7776 millions of cubick feet of water passes through this gorge in one day.†

The *Portas do Rodão*, on the Tagus, are similar to the *Cachão* on the river Douro, that is to say, during the wet season, the passage being narrow, the river above naturally overflows its banks, and lays the country under water. Now one of two things,—either widen the passage to give egress to the waters, or store them up for irrigation purposes, preserves for fish, &c. The idea is not originally ours. It is the conviction of the much-injured and persecuted *Portuguese author*,

\* "El Tajo es navegable en gran parte: neustros padres vieron subir embarcaciones desde Lisboa hasta Toledo."—*Manoel de Faria e Souza*, 1730.

† Bento de Moura.

BENTO DE MOURA (born 1702), who proposed to construct a dam and form an enormous deposit of water, 20 leagues square, during the winter, so as to leave its rich deposits and manure on the land, and prepare it for cultivation in the summer. "Rivers," says Senhor de Moura, "bring down earth in proportion of 15 to 1 of sand. From 5 to 25 years, 1000 moios of earth would be deposited, and would produce 10,000 moios of grain, or in a few years the deposits would yield *ten times* their weight in grain."

We have an example of this fact on the river Douro, as above alluded to: the plains of Villariça, intersected by the Sabor, before the pass at the Cachão was opened, from the deposits left by the overflowing streams, vied with the margins of the Nile in fertility.

Estremadura alone, if properly and fully cultivated, might be made to produce corn, wine, and oil enough for the entire consumption of Portugal, and many other countries besides. Yet the Bucellas, red and white,—the Termo, the red Carcavellos, the Lavradio, the sparkling Estremadura, the Colares, the sparkling Muscat, the Portuguese Hock, because they are cheap, are either not known, or are decidedly not in fashion in this country.

The wine from Charneca de Oeiras, called *Charneco* wine, is mentioned by Shakspeare in 'Henry VI.'

Lisbon, the capital, exports much produce. The city, being the seat of Government, is now being well paved and lighted with gas, and during the actual government a degree of liberality in advancing science has been shown which bids fair for a progressive and general improvement.

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## PART IV.

AGRICULTURE--*continued.*

## THE WINE-COMPANY MONOPOLY.

THE wine-district of the Alto-Douro, at present including the ancient demarcation of 'Feitoria,' 'Subsidiario,' and 'Ramo,' covers a space of about eighteen square leagues.

The 'Feitoria' denoted the country which produced factory wines, or wines set apart solely for Great-Britain.

The produce of the 'Subsidiario,' or subsidiary district, was reserved for the Brazils; whilst that of the 'Ramo' remained for tavern use or distillation.

The exportation to England has of late years not increased; that to the Brazils has almost wholly ceased; and the cultivation of inferior wines in the interior of the provinces produces annually a sufficient supply for the taverns, and even for distillation, at a much cheaper rate than wines can be grown at in the Douro. The present district, therefore, is now all 'Feitoria,' and the cultivation of the vine throughout the whole territory has during the last twelve years greatly increased. Hence the produce is far greater than the demand, and the heavy internal taxation to which the wines are subjected, and the still heavier duty levied upon them before they can be exported to the market of the principal consumer of ports (charges which are at the least 120 per cent. upon the cost of cultivation), prevent the possibility of this increased and inferior produce from being sent to Great-Britain.

The system of the ancient Wine Company was to classify a certain number of the Feitoria wines in the first quality, and then to set apart a portion of that number for the English market. These were called 'approved,' or approved; the remainder being termed 'separated,' or separated wines, and although of identically the same quality as the approved, they were not allowed to be exported to Great-Britain, but were permitted to be sent to any other country in Europe.

The Wine Company having been abolished in 1832, the internal trade was to a certain extent thrown open; but the export duty to England being heavy, and the supplies to the Brazils having greatly fallen off, the whole produce, good and bad, of the extended district found its way into the deposits in 'Villa Nova' (the docks of Oporto), where it still remains to a certain extent.

These deposits are, as may be supposed, of a variety of character; but by far the greatest part of them are of the very worst quality, and totally unfit for the English market; and those which (according to the vitiated taste of the present day) are considered of the best description, are mostly adulterated to such an extent with elder-berry, jerupiga, and other ingredients, that it would be difficult to procure 25,000 pipes of pure wine amongst the 80,000 pipes which are being offered for sale in Villa Nova at this present moment.

These stocks, however, must be got rid of; and as at Oporto they cannot be purchased by the respectable exporters, it is to be feared that they will gradually find their way into this country,—and having the appearance, but only the *appearance*, of old wine, they will have a tendency, by their inferior character, and the glut they will cause in the market, to throw discredit upon *all* shipments, however excellent, bearing the name of port.

The present fiscalization of the New Wine Company and the Oporto Excise is of the most vexatious nature, and although it has been established under the pretext of protecting the pure port-wine trade, such restrictions can only have an opposite tendency.

Much has been written on this important question, and for fear of being charged with illiberality by noting down impressions as being solely our own, when others have been published to a similar effect, we shall give a few of the remarks on the Company's monopoly which best explain the subject.

“These exclusive privileges are, without doubt, shackles on the liberty of commerce; and it being evident that the greatest possible liberty of commerce is the only means by which the private interests of the merchants may be blended with the general interests of the landed proprietors and of the state, it is

certain that monopolies must necessarily produce a ruinous conflict between private and publick interests, which, far from being mutually advanced, sooner or later will be annihilated."\*

We will quote another authority, which ought also to be considered above all suspicion, viz. the Royal Academy of Sciences of Lisbon, who were instructed to publish a memoir on the subject, and from which we now translate :

"The absolute independence,—the liberty of acting without restraint,—the not being required to account to others for their conduct, nor even to have any one to call them to account,—the great power vested in a body with such enormous command of capital, and who exercise sovereign sway over all who are in their service,—are sufficient motives to induce us to feel that this Company will only study their own particular interests. They are, on the one hand, the fiscal advocates of the publick good, whilst at the same time they exercise their calling as a private mercantile establishment! These two together are incompatible, unless there be a power to enquire whether the interest of the merchant may not have weighed heavier than the zeal of a disinterested authority. When private interest comes into direct contact with the interest of the publick, an awful collision usually takes place,—and the private will rarely cede to the publick good."

The augmentation of production of any article, and the profitable consumption of the same, appear to be the only two objects by which commerce and agriculture may be raised to a state of prosperity; but these have not been the point which this institution has had in view, it being evident that whatever improvement may have taken place since 1756 in the agriculture or commerce of these provinces, has been mainly owing to chance and commercial competition.

The great wealth of any nation depends upon the abundance

\* "Estes privilegios exclusivos são sem duvida prizões da liberdade do commercio; e sendo evidentemente a maior liberdade possível do commercio, o unico meio de conciliar o interesse particular dos commerciantes com o interesse commercial dos proprietarios, e do Estado, he certo que os exclusivos devem necessariamente produzir hum ruinoso conflicto entre o interesse particular, e o geral, que em lugar de se auxiliarem mutuamente, tarde, ou cedo se hao de destruir."—*Mem. Economicas da Real Academia das Sciencias de Lisbon*, p. 82.



of the productions of its soil, and the highest value for which these may be exchanged.

The earth is the fountain of wealth, which can only be extracted by constant and careful labour; but where there is a consumption without profit, or where produce does not find a market, and has no real value, all possible means should be resorted to in order to find that outlet or market, so as to animate and not check a continued agriculture. But this has not been the object of the Company. That body did not propose the augmentation of production and of agricultural prosperity, but, on the contrary, elevated the strongest barrier to stay its progress. When the Company was created, the agriculture of the vineyards of the Alto-Douro and the commerce in its wines were in a most deplorable state, and in this state the Company resolved to keep it. To augment the production of wine was declared to be criminal; so that penalties were prescribed where premiums should have been given. The exclusive privileges conceded to the Company are so many fetters on the liberty of commerce; and it being evident that the greater the liberty given to commerce the more will be conciliated private interests with publick good,—the common interests of the landed proprietors with the state,—it is equally clear that all monopolies must materially produce a ruinous conflict amongst private and publick interests,—both of which, instead of being mutually promoted, sooner or later must be effectually destroyed.

In the 'Annuaire da Sociedade Promotora da Industria Nacional,' published in Lisbon in the year 1840, we find the following concise and manly reflections on this most important question:

"The qualities of this excellent produce (port-wine) do not depend on laws, neither do they require the ruinous tutelage of privilege and monopolies to support or promote them. They are secured by the influence of soil and climate, which nothing can dispute. Let not ill-devised regulations or erroneous principles of administration destroy and suffocate this rich germen of national wealth."—"What greater and more disguised insult could be invented to the right of property and the exercise of industry than to say to the Douro farmers—

You are at liberty to cultivate or fabricate any article or product you please; but you shall not have the liberty of transporting such produce to the only country (*viz.* Great-Britain) where you could dispose of it to the greatest advantage!"

All monopolies are universally condemned by the most distinguished economists, as being eminently unjust and prejudicial,—having a deadly effect on the progress of industry,—inasmuch as they sacrifice the welfare of the entire nation to the interests and convenience of a few individuals.

But the influence of monopolies does not limit itself to the checking of all industry,—it is an obstacle to the progress of civilization, and greatly concurs in lowering the condition of the people. The monopolist practises deceit and corruption in support of his position. Tyrant-like, he surrounds himself with a numerous cohort of employés and creatures attached to his interests. He spreads salaried apostles amongst the ignorant inhabitants, in order to make them believe that the little or much prosperity they enjoy under Providence is solely owing to the existence and continuance of his salutary privileges; and if, through malice or foreign influence, these should be abolished, they would all fall at once into the abyss of misery.

"Monopolies, in a word, are as destructive of the liberty of industry as they are of the national wealth, the increase of which ought to be the principal object of every institution.\* A company with such powers cannot be anything else than an intolerable nuisance."

A reference to the Statisticks given by us in the Appendix will show the progress of the port-wine trade under the Wine Company; and our remarks generally will readily convey to the reader how fully we concur in the opinions quoted above from Portuguese authors of the highest repute.

\* See M<sup>c</sup>Cullagh.

## ADDITIONAL REMARKS.

1st July, 1853.

The Royal Oporto Wine Company (after a reign of nearly a century) has been *exonerated* from the arduous duties imposed upon it by its original charter of 1754 — renewed in 1843. The Corporation now exists simply as a mercantile body,—no longer receiving one-half of the exceptional export duties, nor enjoying special privileges,—but unfortunately a Committee with similar attributes to the extinct Company is charged with the separation of the qualities of the wines of the Alto-Douro, and with the fixing of the quantity to be allowed to be exported.

Thus the system of *bilhettes* or permits,—by which a wine sentenced as being not good enough for exportation, may be substituted for the so-called best quality,—still continues,—and the impost, or cost of the *billette*, continues likewise.

But—*ce n'est que le premier pas qui coûte!* and who knows but that, after the Government have had an opportunity of seeing how their measure works with regard to the equalization of the export duties and the abolition of the Oporto Wine Company, another Decree may be published (after the present parliamentary session be over), to the effect that port-wines may be as freely grown and exported as are all or any of the other wines produced in the country.



## CHAPTER XI.

THE CLIMATE OF PORTUGAL—VARIETIES OF HER WINES, FRUITS, AND CEREAL PRODUCE—THEIR CULTIVATION, COST, AND QUALITIES.

WE ourselves, having travelled through the country, can readily certify to the accuracy of the following description of the Portuguese climate, which we translate from the Spanish (*Flores de España*) of 1631, and from the Portuguese (*Francisco Cabral*) of 1652.

“The climate throughout all Portugal is so delightful, the weather so mild, the air so healthy, that the worst position in all the kingdom is *Crasto Marim*,\* (the place to which malefactors are transported,) but where people are so long-lived, so healthy, and so robust, that sickness is hardly known, and people live to 90 or 100 years or more. Happy would many other countries be if their best spot as to climate were equal to this the worst part of Portugal.”

“The climate of Portugal is most salubrious, owing to the fine breezes from the sea, and the pure air on shore. The more exposed and mountainous districts produce every kind of delicious fruit in perfection, also oil, wine and honey in profusion †—although there is a decided scarcity of corn, but especially of wheat, which would not be the case if there were more industry, and care used in its cultivation.”

Under such a climate we may venture to say that every variety of fruit and vegetable of the known globe may be grown in some part or other of the kingdom of Portugal—and all at little cost, with little labour and in the open air. We shall now specify the varieties of the fruits, wines, and cereal produce, their cost and qualities, the expense of cultivation, &c.

\* “El clima en todo Portugal es tan bueno—los tiempos tã templados—los ayres tan sanos, que la peor tierra que en todo el Reyno ay es *Crasto Marim*,” &c.

† “Hé o clima de Portugal sumamente saudavel, assi por razão dos ventos do mar, como da terra, e o territorio aspero e montoso (principalmente no Algarve) produz abundancia de vinho, azeite, frutas, mel,” &c.

*Wines.*

	at about	pint. s. d.
Vinho Verde do Minho, green wine of the Minho . . . . .		0 1
Vinho Maduro do Traz-os-Montes, } " Beira, } " Estremadura, } " Alem-Tejo, }	ripe wine of the four provinces	" 0 2
Choice Port of the Alto-Douro . . . . .	from 3d. to	0 6
Bucellas, Arinto, Colares, Lavradio, Termo . . . . .	" ¾d. to	0 1½
Choice Bucellas, Arinto, Colares, Tojai . . . . .	" 2½d. to	0 5
Bucellas Hoek . . . . .		1 0
Sparkling Estremadura (wine that sells in Lisbon and Oporto as Cham- paigne at 850 rs. per bottle) . . . . .		3 6

*Fruits.*

	s. d.
Lemons . . . . .	p 1000 4 6
Limes . . . . .	" 4 6
Oranges . . . . .	" 4 6
Strawberries . . . . .	p 100 0 7½
Plums . . . . .	" 0 4½
Cherries and Morella . . . . .	p lb. 0 1
Grapes . . . . .	" 0 1
Apples . . . . .	p doz. 0 2
Pears . . . . .	" 0 1½
Peaches . . . . .	" 0 4½
Apricots . . . . .	" 0 2½
Figs . . . . .	" 0 2½
Melons and Water melons, each	0 4½
Mulberries and Arbutus berries,	
	p pint 0 1
Raisins . . . . .	p lb. 0 3½
Quinces . . . . .	p 100 3 7
Chestnuts . . . . .	p 32 lbs. 2 2
Walnuts . . . . .	" 2 9
Filberts . . . . .	" 3 7
Almonds . . . . .	" 5 6
Ditto shelled . . . . .	" 13 6
Pomegranates . . . . .	p doz. 0 2

*Note.*—These prices naturally vary according to the season, and to the quantity or quality of the fruit in the respective markets.

*Vegetables.*

	s. d.
Potatoes . . . . .	p 32 lbs. 1 1
Cauliflowers . . . . .	each 0 1
Cabbage . . . . .	" 0 1
Broccoli . . . . .	" 0 1
Spinach . . . . .	p bundle 0 1
Lettuce . . . . .	each 0 0½
Artichokes . . . . .	p doz. 0 2
Celery* . . . . .	p bundle 0 1
Peas . . . . .	p lb 0 0½
Asparagus* . . . . .	p bundle 0 2
Cucumbers . . . . .	p doz. 0 1½
Love apples . . . . .	" 0 1

*Note.*—\*These and other of the more delicate vegetables are grown in private gardens, but seldom appear for sale.

*Grain, &c.*

	s. d.
Wheat, p alqueire . . . . .	p 32 lbs. 3 4
Oats . . . . .	" 1 4
Barley . . . . .	" 1 4
Rye . . . . .	" 1 5
Maize . . . . .	" 2 2
Rice . . . . .	p lb. 0 2½
Beans . . . . .	p 32 lbs. 0 10
Peas . . . . .	" 5 8

(Sea) Fish.

		s.	d.
Red Mullet . . .	each	0	2
Sardines . . .	℥ doz.	0	1½
Whitings . . .	"	0	4½
Dog-fish . . .	each	0	3½
Skate . . .	"	0	3
Gurnet . . .	"	0	4½
Hake, or Merlan . . .	"	1	1
Robalo . . .	"	1	4
Corvina ( <i>Coracinus</i> ) . . .	"	1	4
Turbot . . .	"	1	2
Conger Eel . . .	℥ lb.	0	2
Capatão . . .	each	0	4½
John Dory . . .	"	0	2½
Sturgeon . . .	℥ lb.	0	3
Tunny . . .	"	0	3
Lobster and Crawfish	each	0	4
Prawns . . .	℥ lb.	0	3
Muscles . . .	℥ 100	0	1½
Oysters . . .	℥ doz.	0	6
Polypus, fresh . . .	each	0	1½
" dried . . .	℥ lb.	0	3½
Soles . . .	each	0	3

(River) Fish.

Plaice . . .	℥ doz.	1	1
Soles . . .	"	0	4
Chad . . .	each	1	1
Lamprey . . .	"	1	1
Trout . . .	"	0	2
Grey Mullet . . .	"	0	3
Roach, Perch, &c. . .	"	0	0½
Eels . . .	℥ doz.	0	2

Flesh.

		s.	d.
Beef . . .	℥ lb.	0	3½
Mutton . . .	"	0	3
Lamb . . .	each	2	2
Veal . . .	℥ lb.	0	3½
Pork, fresh . . .	"	0	3
" salted . . .	"	0	3½
Bacon . . .	"	0	3½
Lard . . .	"	0	8½
Ham . . .	"	0	5½
Sucking-pig . . .	each	4	0
Kid . . .	"	2	0

Fowl.

Chickens . . .	each	0	5
Fowls . . .	"	1	2
Ducks . . .	"	1	2
Geese . . .	"	2	6
Turkeys . . .	"	6	6
Pigeons . . .	"	0	3
Eggs . . .	℥ doz.	0	4½

Game.

Hares . . .	each	2	6
Rabbits . . .	"	1	3
Partridges . . .	"	1	3
Woodcocks . . .	"	2	6
Snipes . . .	"	0	6
Quails . . .	"	0	6
Turtle Doves . . .	"	0	6
Wild Ducks . . .	"	1	3

Groceries and Bread.

		s.	d.
Sugar . . .	℥ lb.	0	5½
Tapioca . . .	"	0	4½
Coffee . . .	"	0	9½
Tea . . .	"	4	0
Pearl Barley . . .	"	0	3½
Bread . . .	"	0	2

Miscellaneous.

		s.	d.
Horse's keep in private stables . . .	℥ day	1	2
Ditto at livery stables . . .	"	1	8
Butler, Cook, or Coachman's wages . . .	℥ month	24	0
Under Servants . . .	"	15	0
Women Servants . . .	"	7	6
Agricultural Labourers, ℥ day			
		8d.	to 1 0



## CHAPTER XII.

THE ADVANTAGES TO BE OBTAINED, IN A COMMERCIAL POINT OF VIEW, BY A *RECIPROCAL* REDUCTION OF IMPORT DUTIES.

THE word reciprocal may here be understood in a double sense, either that Great-Britain and Portugal shall each agree to make the same pecuniary amount of reduction from the present scale of their tariffs, or that a reciprocity reduction, by which each should pay an equal per-centage upon the other's produce or manufactures, shall be adopted.

I take the meaning of the word in the first sense, viz. that Great-Britain will lower its enormous import duties on wines, and that Portugal will abate her heavy duties on British manufactures, as well as the restrictive duties and imposts levied on all port-wines sent to this country.

There can be little doubt that both countries, in a commercial point of view, would be vastly benefited by such a reduction in their tariffs.

On the part of Great-Britain, if our enormous duties on wine were to be reduced, I will not say to 1*s.*, but to 2*s.* per gallon, and the £6 export duties and imposts on port-wines taken off by Portugal, the consumption of port-wine would rapidly increase in this country, so that the full extent of the reduction in revenue would soon be made up; and

On the part of Portugal, even supposing that she only reduced her tariff to one-half of its present rate on our woollens and cottons, her custom-houses would receive at least the same amount of duties as they do at present, owing to a doubled consumption; countless treasure would pour into the country in return for the increased demand for her produce; and Portugal, under the present more liberal policy, might really become a great agricultural nation; although, as might have been discovered at the Great Exhibition of 1851 of Industry of all Nations, it was made more than palpable that

her vast natural resources had still to be developed. Portugal produces coarse woollens; the principal factory being Covilhã, on the frontier of Spain. We will suppose, for the sake of argument, that *all* the cloths sold with the mark of that factory were produced there, and not, as we have shown in another place, that like the wheat purporting to have been grown in Freixo de Espada à Cinta, they had been supplied from the neighbouring country—Spain. Yet now this very factory is undersold by the introduction of Spanish cloths,—so that according to the present tariff, Portugal, in order to support or protect her own manufactures, puts on a prohibitory duty on woollens imported by sea, and tacitly destroys her own avowed object by permitting the continuance of the most barefaced contraband that ever was practised in any nation on the face of the globe. In our Statisticks, we have shown that the custom-houses on the principal points of the Spanish frontier of Portugal cost to the latter Rs. 14,283 \$360, or £3570 16s. 6d. sterling, annual expense of keeping up, whereas their total receipts do not exceed £1390!!!

Were Portugal to study the principles of political economy, she would soon find out that her policy, her interests, her welfare, are dependent to a great extent on her political position with Great-Britain. In our Statisticks, we give extracts from the official returns of the year ending 27th March, 1852, (No. 218,) where the following points may be accurately ascertained, viz.

British tonnage cleared inwards from Portugal :

	Vessels.	Tons.
Steam . . .	7 =	1,313
Sailing . . .	735 =	71,536
		<hr/>
Total . . .		72,849

British tonnage cleared outwards for Portugal :

	Vessels.	Tons.
Steam . . .	7 =	1,325
Sailing . . .	716 =	75,337
		<hr/>
Total . . .		76,662

and according to the return for the year ending 5th January, 1852,

Portuguese tonnage cleared inwards from Portugal,

	Vessels.	Tons.
	72 =	8,944
Ditto outwards . . .	52 =	7,456

Showing,—

That the proportion of the trade from Portugal to Great-Britain in British bottoms is as 8 to 1 in favour of this country; and that the proportion of the trade from Great-Britain to Portugal in British bottoms is as 10 to 1 also in favour of Great-Britain.

In other returns it is also seen that in 1848 Great-Britain exported to Portugal, manufactures, &c. to the amount of £1,606,379. 3s. 6d., and imported from Portugal, the produce of that country, to the amount of £1,197,693. 7s. 6d.

That the duties levied by Portugal on its importations from Great-Britain amounted to Rs. 1,882,857 8/953 = £470,714. 9s. 6d. sterling.

That the duties levied by Great-Britain on its importations from Portugal amounted to about £1,020,000.

That the export duties and imposts levied by Portugal on her exports to Great-Britain were about £150,000 sterling.

That the export duties and imposts levied by Great-Britain on her exports to Portugal were about £0. 0s. 0d. sterling.

That Great-Britain, in addition to the imposts and duties, pays Portugal for wooden hoops, osiers, labourage, and repairing casks, &c., cartage, loading-down wines, Douro freights, warehouse rents, &c., about £3 on every pipe she receives from Portugal, or nearly £100,000 in addition to the above duties and imposts.

That 723 British vessels, averaging 106 tons, paid a very handsome sum to Portugal for port charges and disbursements during the past year.

That Great-Britain receives nearly a half of all the exports of Portugal, and that Portugal only receives one-fifteenth of all the exports of Great-Britain.

That the exports from Portugal to America only amount to £82,910 per annum, while to Great-Britain Portugal exports to the amount of £1,197,693. 7s. 6d.

That America pays only 6d. on the pipe of wine she imports from Portugal, whereas England pays £6 per pipe on the same class of wine.



Under all these circumstances, the question of reciprocity cannot be discussed. The duties on all wines from any country are the same in Great-Britain, viz. about £34 per pipe. The duties on all wines from any country imported into Portugal are £55. 9s. 6d. per pipe!

Great-Britain places high duties on wine as an article of luxury, and for revenue—Portugal imposes her duties as a means of protection to her own produce, but yet the amount is proportionately heavy, being fully half as much more on wine than is levied in this country.

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## THE PORTUGUESE TARIFF (*PAUTA*).

### PART FIRST.

SOME years ago (1836) a Committee was appointed in Lisbon for the special purpose of effecting Custom-House reforms, and for considering the expediency of adopting the identical tariff, which, with some slight modifications, is now in full operation in Portugal.

The Portuguese as a nation very rarely compromise themselves by openly opposing the ruling party, and therefore it is, that when an opposition is got up through the press, most of the articles that appear (however cleverly and ably penned) do not bear the signatures of their authors.

The subject of the tariff was a matter of vital importance to the country. Upon its judicious construction depended the national prosperity. The majority of the Committee approved of the *pauta* as it was submitted to them. Not so, however, with the chairman, Senhor Claudio Adriano da Costa, who, seeing the responsibility of his position, and the importance of the subject, dared frankly and openly to protest against the decision of his colleagues, registering his protest on the Report itself, and afterwards publishing the same with his signature attached.

“The high scale of duties,” says Senhor Claudio, “(or an increase of about 50 per cent.) which in this tariff it is intended to establish on foreign articles, amounts virtually to a prohibition to the importation of the same, and to such an extent as not only materially to injure the

revenue, but to threaten the ruin of consumers, and the destruction of that very limited industry that exists amongst us.

“The *desideratum* of these *pautas* evidently is that foreign merchandise shall not enter Portugal, and if it do not enter, it is clear that the receipts of our customs must decrease. Exorbitant duties and prohibitions frustrate the very object for which they were established.

“Our corn-laws keep up the price of bread higher than it is in any other country of the globe. We cannot compete with foreign manufactures on account of their cheapness, even with the duties added,—and how is it possible that we should do so, when we are obliged to pay so dearly for our bread?”

The President's views being over-ruled, the pernicious tariff was adopted, from which resulted, as will be seen by reference to the *Statistieks*, that Portugal has not only crippled her commerce both internally and externally, but actually lost irrevocably the fine trade which she almost exclusively enjoyed in importing goods for the supply of the Spanish smuggler,—a trade which engrossed more than one-third of her entire importations of manufactures from foreign countries.

It may not be out of place here to give some slight description of the mode in which the contraband trade referred to is usually carried on.

The Spanish frontier is partially marked in the north by the river Douro, the rest being an imaginary line only recognizable by a *cordon* of Spanish and Portuguese Custom-House agents, within gun-shot of each other, each within his own respective territory. The pay of these *carrabineros* and *guardas* seldom exceeds 5*d.* per day, out of which they have to support themselves, and very frequently a miserable nag, on which they patrol over the district allotted to them. The professed object for which this *cordon* is established by the two Governments is to prevent smuggling, but the natural object of the employés on either side is to encourage it. A tariff therefore is established between the smugglers and the guards, by which British cottons are passed into Spain, and corn, soap, tobacco, chocolate, brandy, coarse woollens, &c., introduced into Portugal without the Customs of their Most Faithful and Catholick Majesties being called upon to *trouble themselves with the receipt of any duties whatever.*

“A short time ago,” we read in Father Josephus' ‘*Tales of Travel,*’ “methought I would journey from Miranda to Freixo d'Espada à Cinta, by way of Lagoaça, when in my way I did remark how rugged and precipitous were the two banks of the Douro, and how vastly richer was the land on the Spanish side than upon that of mine own country. It did also appear to my imagination very remarkable that the *carrabineros* of Spain, and the *guardas* of Portugal, should be perched like

vultures on the highest pinnacles, gazing at each other, instead of being down at the ferries, where the contrabandists of either country were so busily employed, seated on their *jangadas*, paddling their goods unmolested across the stream.\* I did address my discourse to one of these *guardas*, asking him to explain to me how it was that he did not locate himself in the spot which he best knew to be the only one where the contrabandists could safely pass; to the which he very quaintly did reply, that he was ordered to watch the proceedings of the smugglers, which he could only do from the heights, and that therefore it was not his fault if, when he did espy any animation in the valley, he could not arrive there in time to prevent the cargoes from being *run*."

We can vouch for the correctness of the Reverend Father's statements, having ourselves witnessed the constantly busy scenes by him depicted; and from this succinct description an opinion of the entire frontier, and the reciprocal traffick carried on upon it, may readily be formed.

The great dépôts for British goods on the frontier are Bragança, Lagoaça, Freixo d'Espada à Cinta, Almeida (all supplied from Oporto); Castello Branco, Portalegre, and Elvas (supplied from Lisbon).

The Spanish contrabandists go fully armed and prepared for any emergency.

They travel on foot, in caravans of twenty to thirty men, and with double that number of cargoes, and in the event of their being pursued or attacked by the troops, the smugglers, under cover of their loaded mules, either advance towards or retire from their assailants, keeping up a continuous and murderous fire.

Fifty per cent. on the first cost is the premium paid to the contrabandists for '*running*' British goods from the Portuguese frontier to Madrid.

#### PART SECOND.

In April, 1852, the Chancellor of the Exchequer declared that the revenue of Great-Britain was raised by three modes: 1st, by duties upon articles of foreign import; 2nd, by duties upon articles of domestic manufacture; and 3rd, by a system of direct taxation; and that with regard to the first mode he had found for the last ten years (*viz.* from 1842 to 1851 inclusively) one very remarkable feature in the financial management of this country, *viz.* that in every one of these years there

\* *Jangada*, formed of inflated pig-skins slung on poles,—a simple but most efficacious pontoon.



had been a *reduction of the duties upon foreign articles* imported into this country, making an aggregate in the ten years of nearly nine millions sterling.

A short time ago the Minister of Finance in Lisbon, when introducing his budget, made no allusion whatever to the reduction of the prohibitory tariff now ten years in operation, but in his turn alluded to "one very remarkable feature," viz. "that of *the increased revenue derived from the Customs* during the past year."

We have no official data to go upon with regard to the "ways and means" of Portugal later than the 'Mappas Geraes' of 1848; and by these we find, that in the year 1843 the amount of importations was Rs. 12,314,511  $\text{\$}$  062, and the duties levied upon them Rs. 2,965,371  $\text{\$}$  574; whereas in 1848 the amount of importations fell to Rs. 10,805,767  $\text{\$}$  229, but yielded Rs. 4,681,211  $\text{\$}$ : showing a reduction of imports to the amount of Rs. 1,508,743  $\text{\$}$  833, and an apparent increase in the revenue of Rs. 1,715,829  $\text{\$}$  426. We say an apparent increase to the revenue, because, in consequence of the high tariff, the same amount of goods no longer comes for the Spanish trade, and hence the importations have diminished at the expense of the Portuguese people themselves.

The relative positions of Great-Britain and Portugal, therefore, are that the former is convinced of the necessity of lowering her tariff, and the latter of keeping up high duties. Great-Britain gains hourly by her changes; Portugal retrogrades at each revolution of the earth upon its axis; and to crown the whole, Spain, by her present liberal principles, has fairly turned the tables upon her neighbour, so that no change *now* in the Portuguese tariff can possibly remedy the evils which Portugal has so doggedly accumulated upon itself.

Let it not be said that these are mere passing sentiments, and without foundation. If we examine the comparative progress of Portugal under its restrictive policy for the last half century, we shall find the following result: In 1801 her importations and exportations were in the proportion of Rs. 15  $\text{\$}$  157 to each individual of her population. In 1848 they had fallen to Rs. 5  $\text{\$}$  355. (See Parliamentary Statisticks.)

Even in the present year (1852) the Chambers of Portugal, incited by a feeling of mistaken interest in the protective system, were determined not to reduce the duties or tariff. These Chambers have been dissolved, and the Government has been invested with dictatorial powers. Various liberal changes and reductions in the tariff have been decreed, and others are projected; yet, unfortunately, all these may be as if they had not taken place,—their remaining in force depending upon the strength of electioneering interest to turn the present Administration out of office, or to refuse to sanction their acts.

The Wine-question especially is a great stumbling-block in the way of the Government, and the Oporto Wine Company's devotees may even pretend to raise the wine-districts *en masse* in open rebellion, providing that Great-Britain be placed on the same footing as America with regard to the choice of their port-wines.

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ADDITIONAL NOTES.

ALTERATIONS LATELY MADE IN THE PORTUGUESE TARIFF.  
(In 1853.)

*Broad cloths* have been reduced 12 per cent.

*Raw silk* now pays only  $\frac{2}{3}$ ths of the former duty; on *satins, gros-de-Naples, &c.*, a reduction of nearly 54 per cent. has been made.

*Flax* has been raised to 21*d.* per quintal of 128 lbs., being an *advance* of 200 per cent.!

In *linens*, and *goods of cotton and linen*, as well as in *woollens*, no great alteration has been made. In *grey cloths* and *white shirtings* there has been a reduction of about 12 per cent.

*Ale* pays about  $\frac{1}{3}$ rd of the old duties.

*Wine*, which used to pay an import duty of about £55. 9*s.* 6*d.* per pipe, has been reduced to about £11. 5*s.* 4*d.*, or to about  $\frac{1}{4}$ th of the old duty. The export duty on port has been greatly reduced, and equalized to all the world.

*Pianos*, which formerly paid from £10 to £40 each according to size, now pay £5 each, all round.

*Harps* from about £13 have been reduced to £2. 10*s.*

Formerly no *tea* could be imported excepting in national bottoms, the duty being from Portuguese territories about 1*s.* 9*d.* 7*lb.*, and from other parts 4*s.* 3*d.* Now *tea* may be imported indirectly in national or foreign bottoms at about 11  $\frac{1}{4}$ *d.* 7*lb.* for the former and the same duty, and  $\frac{1}{3}$ th additional on the latter.

## CHAPTER XIII.

## THE EFFECT OF RAILROADS IN PORTUGAL AS MEANS OF DEVELOPING THE RESOURCES OF THE COUNTRY AND INCREASING THE DEMAND FOR HER PRODUCTIONS.

“Um caminho de ferro torna-se verdadeiramente proficuo, transforma visivelmente a face do paiz, quando ligado com outros semelhantes constituem todos una grande rede, cujos ramaes influem uns poderosamente sobre os outros.”—*Latino Coelho*.

UNDER its proper head (Chapter VII.) we have endeavoured to show how deplorable is the state of Portugal, owing to the want of roads and internal communications.

It is generally supposed that the organ of locomotiveness is not strongly developed in the Portuguese character; but this opinion is not altogether a fair one, as the Portuguese people have seldom had any other chance of moving about the world, save after one of their own revolutions,—and in their own country such an opportunity has never been within their grasp. Give them but the chance, and the means, and they would travel with as much satisfaction as other people do.

Railroads diminish distance, and lower the cost of traffick—offering besides at all seasons and at all times a secure, commodious, and easy means of conveyance—they are truly proficuous in their effects—transform the entire face of the country—and united with other means of communication constitute one grand net-work, the threads and meshes of which possess the most intimate and powerful influence one over the other. Railroads essentially promote industry, and protect agriculture—which latter alone ought for the present to be considered as the principal source of wealth to Portugal.

Lisbon and Oporto are the two principal cities in the kingdom, and Coimbra, the third city, lies between them. Let a railroad pass through and unite all—and prosperity would begin to smile over the land. At present each of these cities is isolated, and almost unacquainted with the others. The delicious fruits and other natural delicacies of the interior are



actually unknown in the capital, simply owing to the absence of means of transport; and of these fruits at times such is the abundance, that for want of a market they are often not gathered except in a decayed state to serve for manure. “Que monta aos lavradores de qualquer provincia colher grandes produçoes da agricultura, se para as levarem aos logares mais proximas aonde as podem vender, despendem quasi o valor de suas mercadorias?” (‘What use is it to any farmer to gather the fruits of his labour when the expense of transport for the same, even to the nearest town, may perhaps exceed the value of the article he offers for sale?’) In the Minho there is abundance of pasture, and hence at Oporto the choicest beef is always to be had at a cheap rate.

Near Lisbon there are no grazing lands, and the cattle, having to be driven frequently a twelve-days’ journey, arrive at the capital in wretched condition, and on this account good beef is seldom or never to be had on the borders of the Tagus.

One province produces a superabundance of wine—another of oil—a third of corn\*—a fourth of fish—a fifth of fruit—a sixth of stock. Were there railroads in Portugal, the productions of the entire country would find their equilibrium, and all excess under a liberal legislature might easily be exchanged with foreigners. The people, too, would begin to know themselves, and to know others of their species. The barriers of exclusiveness and prejudice would be broken down—waste lands would be cultivated—mines would be worked—the countless but hidden treasures of the country be brought to light—more people would marry—legitimate population would increase, and emigration would diminish.

We are of opinion that nothing but railroads can elevate Portugal from its prostrate position,—but time and much capital would be necessary—and common roads must first be made in order to prepare for such a radical change,—but on this subject we have already explained our views. (Chapter VII.)

We do not advocate revolutions—but under the present

\* In the Appendix will be found Mr. da Costa’s excellent Statistics of the comparative production of corn in the different provinces.

dictatorship we clearly perceive that the work of regeneration has commenced.

The Government, like physicians, have met in consultation. They are, we hope, acquainted with the disease under which their patient (the country) is labouring. They wish, we cannot doubt, to save one who is so near and so dear to them—and they will, we feel assured, nobly and patriotically perform their duty, by prescribing efficient, however powerful, remedies courageously and without delay. Common roads and one railroad are being projected—political economy is being studied—and grand measures are under consideration, which, if carried out, will produce great and most important results to the immortalization of the names of Duke de Saldanha, Fonseca de Magalhães, Pereira de Mello, Jervis d'Atouguia, and their colleagues.

Our friend Senhor Adriano da Costa has shown himself a true prophet. In his 'Memoria sobre Estradas' he emphatically declared, "Esta nação não póde continuar por mais tempo sem estradas se quer paz, e se quer industria. Este reino não póde com tudo ficar só com estradas de pedra, e ha de infallivelmente vir a telas de ferro." We are convinced that eventually railroads will prevail in Portugal, and that Senhor da Costa will not be compelled again to write, "we have neither internal nor external, terrestrial nor maritime, means of conveyance."

In the projection of railroads in Portugal it is not absolutely necessary that the whole country should be tunnelled,—a *détour* round mountains of granite, although the length of road may be increased, will communicate with the towns and villages in the valleys, and be the best means of making the lines pay, and generally to contribute to the welfare of the nation. A road from Oporto to Lisbon—Lisbon to Badajoz—and through the Alem-Tejo and Algarve—from Oporto through the Minho and the Traz-os-Montes, would form the principal trunks of roads by rail, from which M<sup>c</sup>Adam-branches might easily be made to spring on every side, and at little cost—the material being on the spot. The main lines would bring Portugal into communication with the whole of Europe; the other roads would communicate Portugal with itself. One province would exchange its produce with another, and wealth would assume the place of

poverty; in a word, as was declared by Dupré, "It is impossible to calculate all the advantageous results likely to arise to Portugal from the construction of railroads—neither to prognosticate the extraordinary changes that they may produce."

One thing we cannot but deplore, and that is, that a Company is about to be formed for the construction of a railroad to the Alto-Douro by the river side, for the purpose of bringing down the wines—when for a comparatively trifling expense the Douro itself might be made superior to any railroad in the world.

We say that we deplore the circumstance,—we do so, because at this stage we should rather prefer that capital be employed where no means of land or water communication already exist.

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#### ADDITIONAL REMARKS.

1st July, 1853.

After much cavilling in the Cortes, and a long paper war, a railroad has actually been *commenced* between Lisbon and Santarem, a distance of about 20 miles.



## CHAPTER XIV.

## THE BEARING OF THESE ENQUIRIES UPON THE PRINCIPLES OF FREE-TRADE.

*“A regeneração de Portugal está na liberdade. A liberdade é o progresso. O progresso é a herança sem limite, que o pretérito devolve ao presente, e o presente há de devolver á posteridade.”—C. A. da Costa.*

GREAT-BRITAIN, although overwhelmed with a debt which all the newly discovered gold regions could hardly defray, is rich and prosperous under a really constitutional government.

Portugal is governed constitutionally only in name. She is a diamond in the rough, which has yet to be cut and properly set, before its beauty and its brilliancy can be fully estimated. She, too, is deeply in debt, but without either the prospect or apparent desire to improve her condition.

The blessings of free-trade are now manifest to every right-thinking mind, and no government or party (in Great-Britain) can ever attempt to re-impose duties on any article constituting the essential food of man. “We believe” (says M’Gregor) “that maintaining our national credit and our free-trade policy in all its integrity are essential to our safety, our prosperity, and honour, and to our peace with the nations of the earth.” In Portugal the word *free-trader* is synonymous with *charlatan*, *impostor*, or (in the most favourable acceptance) *visionary*.

Great-Britain is a century in advance of Portugal, and the prophesied decline of the former may probably take place before the latter awake from her lethargy.

Great-Britain is Protestant, Portugal is Roman Catholick. In ideas, in habits, in religion, in customs, in institutions, in education, the two countries are diametrically opposed to each other; and as Portugal was not prepared for a constitutional government in 1832, so she cannot in the slightest degree in 1852 adopt the principles of free-trade now in vogue in Great-Britain.

If the necessity of treaties. (which are often so framed that either party may break them at pleasure) could be got rid of—if such a mode of taxation could be established amongst or upon us, so that Great-Britain might proclaim free-trade with all the world—if the three kingdoms were to become as one grand free-port (and which in a very few years they inevitably must become), and all our coast-guards, custom-houses, and excise-offices be dispensed with—it is our conviction that the Portuguese people would neither be prepared nor disposed to meet us with a more liberal spirit than they do at present, but, on the contrary, that, however absurd might be such a policy, Portugal would become more opposed to free-trade than ever.

Portugal does not conform to Dr. T. B. Clarke's idea, that the subjects of every state should be permitted to supply themselves with the cheapest articles, because such low purchases will enable them to sell their own products at such low prices as must keep their rivals out of their markets at home, and enable them to undersell their rivals abroad; and likewise, because the nation from which it purchases will in like manner, for its own sake, become a purchaser in return; for it will thus derive two profits from one transaction, first as a seller, next as a buyer. The excluding system is a pernicious one. Far better would be that of encouragement at home, and open intercourse abroad.

Portugal buries its own richest resources, and refuses to exchange the superabundance of its produce for foreign gold, disdaining to be a great agricultural nation, for which she is so admirably adapted, and aspiring to compete with Great-Britain and France in manufactures, instead of supplying their markets with grain, oil, and raw materials, of which they so much stand in need, but especially Great-Britain. No! Portugal cannot embrace free-trade. The long and deep-rooted prejudices in favour of high duties and protection—the belief that it is the foreigner and not the Portuguese people themselves who finally have to pay these duties—the pretended feeling of justice in maintaining acquired rights—are all topicks which, if at any juncture they be circulated through the country, would act as so many firebrands for the creation of rebellion, to the effect of deterring the Government from adopting such measures of

political economy as would enable Portugal to hold a more distinguished place in the list of European nations. The regeneration of Portugal depends upon liberty. Liberty is progression, and progression is an inexhaustible inheritance. Yet this liberty, this progression, will not fall to the lot of Portugal unless faction and misrule be made to give way to order and good government. We perceive but one ray of hope for the future of Portugal, and that emanates from the actual administration of Marshal the Duke de Saldanha. If His Grace, availing himself of his baton, not of Field-Marshal but of Dictator, have the moral courage to cut at the root of the evils under which his country has so long lain prostrate,—if he will decree the construction of roads and internal communications—the improvement of rivers and harbours—the extinction of odious monopolies—the reduction of Government patronage and sinecures—the encouragement of national industry by the introduction of raw materials from foreign, free of all duties—the free and unfettered exportation of Portuguese produce—then when the next Cortes meet, it being difficult to revert to the old system, they will be constrained to approve of all the excellent measures taken by the Duke, and real liberty may begin to exist in Portugal; but let him present any one of these liberal measures for free discussion in parliament, and it would be proved that “the greatest good of the greatest number” arises from their dependence on the “few!”—that liberty produces anarchy,—and education, ignorance and discontent!—that an animal tethered in the field is happier than if it were allowed to run at large!—that the country of the Affonsos was great without this boasted liberty, and therefore that the Portugal of the present day may well dispense with it!

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#### ADDITIONAL REMARKS.

1st July, 1853.

The above Chapter, written a year ago, having been confided to us for revision, we might easily have modified our expres-



sions regarding Portugal, assimilating them with the circumstances of the day ; but we will not do so. Our remarks were penned under the painful conviction that they were founded on fact. It is therefore doubly gratifying to us to be able to record, that as Great-Britain, from her commercial and financial legislation of the last *ten years*, has so vastly increased in prosperity, and provided plenty of cheap food and increased employment for her people,\* so through the daring, decisive, and sweeping measures of the actual Government of Portugal, in *ten months* that country has laid the foundation of such grand improvements as must, if properly carried out, advance its people at least half a century in civilization.

Of course the Marshal Duke at the head of affairs, and his noble colleagues, will have to bear the brunt of fierce party-opposition, be vilified and abused, their motives being misrepresented and misinterpreted,—but, *nolens volens*, the Portuguese are now in a fair way of being *compelled* to be prosperous, sociable, and happy. May such compulsion continue !

\* M<sup>c</sup> Gregor.

## CHAPTER XV.

THE DRAWING TOGETHER MORE CLOSELY THE FRIENDLY RELATIONS BETWEEN GREAT-BRITAIN AND HER MOST ANCIENT ALLY.

“OF all the powers in Europe,” says the Bishop of Elvas, “England is the one for whom Portugal ought to preserve the closest amity, not only on account of the great reciprocal commercial interests of the two nations, but also in reason of the prompt and efficacious aid for which Portugal may always look from her ally.

“At the same time it must not be supposed that Portugal lives totally dependent upon England, because the prodigious advantage in the balance of commerce between the two countries fully proves that England depends far more upon Portugal, than Portugal upon England.”\*

This able writer speaks more honestly on this subject than is usually the custom amongst the Portuguese authors, who are not slow in their invectives against ‘perfidious Albion.’ We will now take the real and actual state of the commercial relations existing between the countries, according to the best and latest statisticks we have been able to procure.

In 1819 Portugal imported from Great-Britain to the amount of Rs. 7,463,156 $\text{₹}$ at 60 <i>d.</i> . . . . .	£1,865,789
And exported to Great-Britain Rs. 3,810,551 $\text{₹}$ at 60 <i>d.</i> . . . . .	£952,637. 15 <i>s.</i>

In 1848 Portugal imported from Great-Britain Rs. 6,425,516 $\text{₹}$ at 60 <i>d.</i> . . . . .	£1,606,379
And exported to Great-Britain Rs. 4,790,773 + 400,000 $\text{₹}$ export duties, &c. Rs. 5,190,773 at 60 <i>d.</i> . . . . .	£1,297,693. 5 <i>s.</i>

(See *Mappas Geraes*.)

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\* See ‘Statisticks on Comparative Commerce.’

In 1850 Portugal exported to Great-Britain about £1,118,489

In 1851 Portugal imported from Great-Britain the  
amount of . . . . . £1,048,356

(See *Parliamentary Returns*.)

Thus showing that during the last thirty years, instead of the exports to, and imports from Great-Britain, being as two to one against Portugal, the two countries are now on pretty equal terms, especially if it be taken into account that the full value of the exports is not always declared to the Portuguese Customs when the entries outwards are made. If therefore any reliance may be placed on our Statisticks, there is no such very "prodigious advantage in favour of England in the balance of commerce between the two countries." With respect to Great-Britain, Portugal actually stands thus, — she requires British protection, or she would instantly be annexed to Spain, as a part of the long-projected *Neuva Iberia*, and upon Great-Britain alone she depends, and must ever depend, for the consumption of about one-half of her entire produce.

Great-Britain's political position much depends on the closest alliance with Portugal; she also finds a market for her manufactures (which, if they do not amount to more than one-seventy-fifth part\* of her total exports, at all events cover the amount of imports from Portugal). Moreover, British shipping is employed in the carrying trade with Portugal, both inwards and outwards, to the extent of eight to one in favour of this country. It is clear, therefore, that the two countries mutually depend upon each other, and that it is the policy of both to unite in the closest and most friendly alliance.

The fact, however, must not be concealed that Portugal inclines much more to the French and the Spaniards than it does to the English, principally owing to the constant interference, as it is considered, of the British Government in Por-

\* In 1851 the total amount of the exportations of Great-Britain and Ireland was about £75,000,000, of which only £1,048,356 was to Portugal! being less than the amount sent by Great-Britain and Ireland to Chili and Peru! whereas in the United States the consumption of British goods has doubled since 1841, and now amounts to nearly *one-fifth* of all the British manufactures exported.—*Mr Gregor's Synthetical View of Legislation.*



tuguese politieks. Great-Britain may have erred, or Portugal may have been ungrateful; but rarely indeed does it happen that where an infinite number of parties exist, and where only one can rule, the power which interferes in settling the dispute (while she receives no thanks from the party who has had her award) is sure to draw upon herself the odium of a disappointed minority.

Such is Great-Britain's position with Portugal at this particular juncture, and never, as a people, have we been so unpopular in that country as we are at present.

There are two great difficulties existing in the way of a perfect understanding between the two countries; the one arising from the hostile position towards Great-Britain, taken up by the party who insist on Portugal becoming essentially a manufacturing nation, and the other from the export wine duty question, which through the influence of the Wine-Company monopoly's agents has been most improperly misrepresented as regards the claims made by the British Government on the subject; and until this question be set at rest, the matter will be constantly revived, to the destruction of the best interests of Portugal, and to those of a great number of British subjects residing in that country. We have already given our opinions at length on both these questions, and when once they are decided, and the people begin to know each other by improved means of internal communication throughout the kingdom, they will become gradually more alive to their own interests in connection with foreigners,—and convinced of the defects of the political system which at present governs them, and of the necessity of promoting instead of embarrassing the friendly relations with Great-Britain, which it is so much to the interest of both parties should exist to the fullest extent.

CHAPTER XVI.

THE PORTUGUESE FISHERIES.

FROM the date of the origin of the monarchy, Portugal has been celebrated for her fisheries. In the North she took the sprat and sardine in shoals; whilst on the coast of Algarve she contended singly with the whale.\*

With the true spirit of enterprise, she sought to become acquainted with the countless families of the finny tribe; and not contenting herself simply by extending her coasting fleets to the shores of Barbary, (where mackarel abound,) she in the year 1353, by virtue of a treaty with Edward III.,\* fished for cod on the coasts of England, with such success that not only the British, but other northern nations, supplied themselves with salt-fish from Portugal; and England especially did so until the close of the sixteenth century, when, beginning to discover her own rich resources of salt, she also learned to cure her own fish.

As early as 1497 (under the reign of Don Manuel) the Portuguese established their fisheries on the bank of their own 'Terra-Nova,' or 'New-found-land.' † In 1578 they had fifty vessels engaged in the trade, while as yet those of Great-Britain did not exceed thirty in number.

The home and the Terra-Nova fisheries not only supplied Portugal and its dependencies, but were so prolific that from the time of Don John I. to Don Affonso V. large exportations were made to northern countries, to Spain, and even to the Levant.

Now, Portugal imports foreign salt-fish, for the consumption of its own population, to the amount (including duties) of about £230,000 sterling annually; ‡ and strange to say, this importation is made princi-

\* See Balbi.

† "It was from the Bar of Aveiro that the Vareiros sallied forth in mighty ships, and discovered the northern shores of America and New-found-land, where they established cod-fisheries, which they afterwards, either through great vanity or for a little gain, gave over to the English."—*Corrografia Port.* vol. ii. p. 118.

‡ See 'Mappas Geraes do Commercio de Portugal de 1848,' published in 1851, in which it is stated, under the head of 'Pescarias,'

Imported value . . . .	Rs. 713,158 \$ 005
Import duties . . . .	Rs. 308,306 \$ 942

£234,198 at 55*d.* = Rs. 1,021,464 \$ 947

pally from Terra-Nova, the New-found-land of their own famed navigators of olden times.\*

In 1836 a Company was established in Lisbon for the purpose of re-commencing the cod-fisheries on the bank of New-found-land. In that year nine vessels (averaging 104 tons, and seventeen men each) were employed in the service, and caught 101,000 cod, weighing 1775 quintals.† In 1850 the Company had eighteen vessels (averaging 125 tons, and sixteen men each), and brought home 641,658 fish, weighing 12,000 quintals. This fishery, however, has not been productive of profit to the Company, owing to their having no place where to dry, or properly cure their fish; hence it is difficult to preserve, and is sold at a low price on arrival, for immediate use in Lisbon and its neighbourhood. The British-cured cod sells for 60 reis the pound, while that of the Lisbon Company only fetches 45 reis.

From all this, it is evident that Portugal has not only ceased to be a great *exporter* of fish, but, from one cause or another, she has become an *importer* to the extent we have described; and yet her own 400 miles of sea-coast (producing an unlimited supply of fish of every description, with superior salt with which to cure it,) still remains the same!

This coasting fishery, called the 'Peseado do Reino,' is under a Government administration, which is not less vigilant and effective than our own coast-guard service.

The average revenue to the Crown, arising from a duty of 6 per cent. on these national fisheries, yields barely Rs. 60,000 \$ per annum, or, after deducting from 13 to 15 per cent. for expense of collection, about £12,000:‡ at all events, so we would be led to imagine by the elegantly lithographed chart addressed annually to Her Most Faithful Majesty, in which the Inspector-General of the Fisheries blazons forth the "arduous and laborious" services of his subalterns, and implores that they may be more justly remunerated! But we have good reason to doubt that this service is performed at so small an expense as 13 to 15 per cent.; and to believe that this per-centage is positively and actually an *extra* sum paid to supernumeraries, who are called upon to assist the custom-house officers in levying the duties in question. For

\* In the year 1848, value imported from New-found-land, Rs. 658,538 \$ 620

Import duties . . . . . Rs. 292,105 \$ 918

£ 217,856 sterling at 55*d.* = total Rs. 950,644 \$ 538

† A quintal, or 128 lbs., or 4 arobas.

‡ See 'Mappa da despeza que se fez no Pescado do Reino com os Empregados provizorios, em 1851.' Signed by the 'Administrador-Geral.'



example: the fiscalization of the 'Pescado do Reino' is divided into districts, as follows, viz.

No. 1. Lisbon . . . .	with 12 outposts.
„ 2. Oporto . . . .	„ 8 do.
„ 3. Province of Minho . . . .	„ 11 do.
„ 4. Aveiro . . . .	„ 8 do.
„ 5. Figueira . . . .	„ 14 do.
„ 6. Algarve . . . .	„ 13 do.

in all, six districts, each under its respective manager, and sixty-six outposts attended by an authorized agent, whose duty it is to watch and attend the arrival of the fishing-boats, and to prevent the sale of their cargoes until the duties be paid. This impost of 6 per cent., however, is a mere landing-tax, another similar amount being levied as an *octroi* duty on entering the market where the fish may be exposed for sale. But this is not all; the sub-managers must live, and the sum of £10 to £20 a year is a bare allowance for a man in authority! Despatch and civility are not considered matters of *duty*. Delay would be fatal to the fisherman, he must therefore pay for the favours he receives. It is no use supposing that 'gratuities' in Portugal are 'strictly prohibited;' the fact being, that if not tendered, they are sure to be *demande*d.

For this paltry sum therefore of about £12,000 the unhappy fishermen, to the number of not less than 25,000, have to submit to every species of hard and vexatious restrictions, in addition to the labour, privation, and suffering incidental to their calling; and, to add to their misfortune, the limited outlet which they occasionally had for salted sardines on the coast of Spain is now effectually closed against them, by the excessive duties imposed on salt-fish by the Spanish Government,—duties amounting to not less than 200 per cent. *ad valorem*.\* Surely a poll-tax of 10s. would be preferable to the continuance of such a system.

It might be granted that £12,000 may be a matter worthy of some consideration to a Government like that of Portugal, whose policy does not appear to be the promotion of her people's welfare, or the encouragement of national industry. And yet, without wishing to advance invidious reflections, we feel that the following short extract, taken from the 'Orçamento' (Budget) 'do anno economico de 1852,' signed by the actual Minister of Finance of

\* A *milheiro* (a thousand) sardinhas costs *fresh* about 1000 Rs., and *salted* 1100 Rs., and weighs about a quintal or 128 lbs., upon which the Spaniards have imposed a duty of 2300 Rs.!

Portugal, under date of the 15th of March, 1852, may speak to the contrary.

“*Designação da despeza*” (*Particulars of the expense*) “*of the Tower of Belem.*”

1st Section.	
1 Adjutant (a Lieut.-Colonel) . . . . .	480 \$
2nd Section.	
5 Lieut.-Generals . . . . .	7,200 \$
25 Marchaes de Campo . . . . .	22,500 \$
24 Brigadiers . . . . .	13,932 \$
7 Colonels . . . . .	3,888 \$
4 Lieut.-Colonels . . . . .	1,872 \$
15 Majors . . . . .	7,092 \$
3 Captains . . . . .	560 \$
2 Lieutenants . . . . .	360 \$
4 Ensigns . . . . .	576 \$
2 Surgeons . . . . .	720 \$
0 Privates . . . . .	0 \$
£ 13,562 at 55 <i>d.</i> = Rs. 59,180 \$	

Now, in the same official Budget, we find that the total annual expense of supporting a regiment of Infantry, fully equipped and officered, is rated only at Rs. 46,000  $\text{₹}$  for 738 men. By rule-of-three, therefore, as 46,000 : 738 men :: 59,180 : 948 men, or the force that might be maintained in Belem! But the original statisticks quoted merely refer to *officers*, and as the pay of the complete complement of officers for a regiment is estimated at Rs. 12,354  $\text{₹}$ , we may say in round numbers, as 12,000 is to 60,000, or 1 to 5 ; so the expense of keeping up this tower is equal to the pay of the officers of five complete regiments of Infantry in active service. And what stronghold of such importance is this of which we are speaking? It is a pretty little gew-gaw,—a toy of Moorish origin used as a signal and telegraph station, and served by half-a-dozen *veteranos*, or pensioners, at a real expense of about as many shillings per day, but which expense is not included in the amount of the Rs. 59,180  $\text{₹}$  above!!!

This is only one of the *watch-towers* in Portugal, which blazes so luminously in the Budget. We wish no harm to the tower. Let it stand, ornament that it is, on the bank of a noble river ; but the sum in question is so near to that extorted from the poor fishermen under the head of the ‘Pescado do Reino,’ that were we Ministers of Finance in Portugal, we should be sorely tempted to put the extinguisher upon all the sinecure generals, colonels, majors, captains, lieutenants, and ensigns of said Section No. 2, for the manifest benefit of a numerous

and most important, but much injured class of the community, upon whom Portugal, as a maritime power, must greatly depend.

“When we consider the enormous sums gained by the Dutch, the English, the Norwegians, the Anglo-Americans, and other nations, by their fisheries, one cannot help deploring the lot of this kingdom (Portugal), which, possessing everything that is necessary for rendering its fisheries the richest in Europe, hardly derives the slightest advantage from them.

“The fishery of the sardine, the hake, and the tunny, might become to Portugal, what in other times that of the herring was to Holland—the first cause of the wealth and power of the republick.

“The salted hake being incomparably more savoury and more nourishing than the cod, it is only requisite that the fresh hake, which abounds so prodigiously on the coasts of Portugal, be exempted from all duties, and that premiums be awarded to those who should salt it in large quantities, so that in a short time, not only would the hake compete with the cod, but even exclude it altogether, and do away with an importation which for two centuries past has so much impoverished the kingdom.”

This was the language of Balbi, thirty years ago; and this has been the language of all loyal Portuguese who wished well to their country. But alas! no improvements have taken place—none having been attempted,—and the anticipated future appears only more gloomy than the past.

The Portuguese fishermen are a noble, active, and enduring race. Those of Espinho, Ovar, and Aveiro, are the most remarkable; preserving the dress and simple habits of the ancient Phœnicians, from whom they are supposed to have derived their origin. Their boats, too, differ from all others on the coast, being built in the form of huge canoes with high semicircular prows. The men are associated in *companhas*, or gangs of about 150 men each. The directors purchase the boats, sails, nets, &c., with capital which is usually advanced by one or two of the landed proprietors in the neighbourhood, and which, together with the cost of the ‘wear and tear’ of the boat, is provided for in the following proportion:

Of every haul the boat gets one-half,  
 „ the net „ one-fourth,  
 „ and the crew „ one-fourth.

The fish most abounding on this coast is sardine, hake, and gurnet, which, when fresh, is conveyed in baskets on women’s heads to the neighbouring towns and villages, there being no other equally eligible means of communicating with the interior!

There are some small establishments in the fishing localities for



salting the sardine; and where, from the head and entrails, an oil is extracted which serves for household purposes.

The superabundance of the fisheries, for want of the means of conveyance to market, is mingled with sea-weed and sold to the farmers for manure.

Next in value to the sardine and hake fisheries in the North, must be classed that of the tunny in the Algarve; notwithstanding that this fishery, which in the seventeenth century yielded about 80,000  $\text{₮}$  per annum in duties, has now fallen off to about 8000  $\text{₮}$ !—a circumstance which some experienced fishers attribute to the immense number of porpoises which have of late years frequented the coast, and are allowed to tumble about and frighten away other fish without molestation.\*

When the tunny is caught and landed, and its head and entrails removed, it is cut up in quarters or in large junks like beef (which in appearance, and even in taste, it greatly resembles), and salted † or pickled for future consumption in the interior of the province, or in that of Estremadura.

In Lent, this *atum d'escabeche* (pickled tunny) is even preferred to *bacalhão*, and obtains the same price, viz. 60 reis per pound, in the market.

The principal fish caught on the whole extent of the coast of Portugal are the following, viz. sardine, hake, gurnet, grey mullet, john dory, whiting, turbot, skate, sole, plaice, brill, principally in the North; and in the South are all the same varieties, together with red mullet, smelt, sturgeon, mackarel, sword-fish, conger-eel, roach, tunny, dog-fish, cuttle-fish, anchovy, lieha or sea-calf, porpoise, shark, needle-fish, corrina, &c.

\* See 'Corrografia do Reino do Algarve,' per J. B. Silva Lopez, p. 92.

† Francisco Cabral, in 1652, says, "Salt is so abundant that it is quite wonderful the quantity of tunny-fish that is cured."

## CHAPTER XVII.

## CONCLUSION.

*“Let us endeavour to reach the end before the termination of our career.”*

WHEN we commenced our labours, we considered that the twelve Chapters imposed upon us would be quite enough, and perhaps too much for our powers. Now we find, that after writing nearly double that number, and puzzling our brains with Statisticks, the subject has gradually grown upon us, and gained interest day by day, so that we hardly know where to leave off. But to the end we must come, and therefore this shall be our very last Chapter.

We have been writing about Portugal, and would endeavour to prove that that country might become a Paradise, and the richest country in the world: we have also attempted to point out the cause of the unprosperous state of Portuguese affairs, adding certain suggestions of our own for their improvement.

As we stated at the commencement, we have not aimed at making a *book*, but simply at fulfilling a task: that task completed, it is our duty to close the scene without delay. We might say with the poet, “Go, little book,—we cast thee on the world of waters—go thy ways,” trusting that encouraging readers would conduct it to *Port*; but we shall assume a higher grade, and make the noble Baron Dupin speak for us. “The men of our generation, according to the ordinary course of human casualties, have yet some years to live. May Heaven grant that, at the end of their days, they may be able to say to the generation which will replace them,—We received from our fathers a Portugal impoverished, agitated, torn;—receive from us a Portugal covered with monuments of publick utility, erected by our labours,—exuberant in wealth, the product of

our industry,—more rich still in virtues, in concord, in magnanimity. Transmit to your descendants this inheritance, aggrandized by you, as it has been by us; and may, from age to age, all the nations of the earth, enlightened by our knowledge, enriched by our industry, ameliorated by our examples, repeat for Portugal that wish which a great man, when dying, breathed for his own country—*Esto perpetua!* May she be immortal!”

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STATISTICKS  
OF  
GREAT-BRITAIN AND PORTUGAL  
COMPARED.

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“At first sight the practical value of such an enquiry may appear very remote. It is, however, like all investigations in high science, one which may bear fruit if properly followed out.”—*Sir H. T. De la Beche.*

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“Statisticks are the basis of Laws. In Cyphers there are neither theories nor predilections,—they speak for themselves.”—*Da Costa.*



*Importations into Great-Britain and Ireland of articles free of duty, with the rate of duty charged in the kingdom of Portugal on such articles.*

GREAT-BRITAIN AND IRELAND.

PORTUGAL.

	Returns for the year ending 5th January, 1852.	Rate of Duties.		Rate of Duties.
Animals, living :				s. d.
Oxen and Bulls . . . . .	Number 37,624	free.	each 3 \$	15 0
Cows . . . . .	„ 24,026	free.	each 1 \$ 300	6 6
Calves . . . . .	„ 24,870	free.	each \$ 900	4 6
Sheep . . . . .	„ 192,585	free.	each \$ 100	0 6
Lambs . . . . .	„ 9,274	free.	each \$ 050	0 3
Swine and Hogs . . . . .	„ 15,597	free.	each 1 \$ 600	8 0
Ashes (pearl and pot) . . . . .	Cwt. 199,911	free.	32 lbs. \$ 300	1 6
Barilla and Alkali . . . . .	Tons 2,287	free.	32 lbs. \$ 200	1 0
Bark . . . . .	Cwt. 460,895	free.	{ 128 lbs. quintal } \$ 200	1 0
Bones . . . . .	Tons 31,956	free.	128 lbs \$ 10	0 2½
Brimstone . . . . .	Cwt. 768,299	free.	128 lbs. 100	0 6
Caoutchouc . . . . .	„ 15,268	free.	32 lbs. \$ 640	3 2½
Cotton manufactures . . . . .	lbs. 761,620	free.	lb. { from \$ 200 to \$ 600 }	{ 1s. to 3s. }
Cotton yarn . . . . .	{ lbs. 999,789 Value £ 103,586	{ free. free. }	{ lb. { from \$ 50 to \$ 500 }	
Dye, Cochineal . . . . .	Cwt. 23,253	free.	lb. \$ 100	0 6
„ Indigo . . . . .	„ 89,944	free.	32 lbs. \$ 960	4 9
„ Logwood . . . . .	Tons 21,240	free.	32 lbs. \$ 050	0 3
„ Madder . . . . .	Cwt. 92,925	free.	32 lbs. \$ 100	0 6
„ Madder root . . . . .	„ 202,088	free.	32 lbs. \$ 50	0 3
„ Sumach . . . . .	Tons 12,025	free.	32 lbs. \$ 180	0 11
Flax . . . . .	Cwt. 1,194,184	free.	128 lbs. \$ 300	1 6
Guano . . . . .	Tons 243,014	free.	not known.	
Hemp (undressed) . . . . .	Cwt. 1,293,412	free.	128 lbs. \$ 300	1 6
Hides (dry or wet) . . . . .	„ 672,167	free.	32 lbs. \$ 100	9 6
Ditto (tanned) . . . . .	lbs. 2,275,107	free.	ad valorem. 20 ¢ cent.	
Linen and Diaper . . . . .	£ 26,606	free.	lb. { from \$ 060 to \$ 900 }	
Mahogany . . . . .	Tons 27,545	free.	128 lbs. \$ 100	0 6
Iron, in bars . . . . .	„ 40,279	free.	128 lbs. \$ 100	0 6



## IMPORTATIONS—continued.

## GREAT-BRITAIN AND IRELAND.

## PORTUGAL.

	Returns for the year ending 5th January, 1852.		Rate of Duties.			Rate of Duties.
Steel, unwrought . . .	Tons	1,085	free.	128 lbs.	\$ 200	s. d. 1 0
Spelter . . . . .	"	22,886	free.	128 lbs.	\$ 100	0 6
Oil of all kinds, viz.						
Train and Spermaceti	"	22,219	free.	{ almude of 32 bottles }	\$ 600	3 0
Palm . . . . .	Cwt.	608,550	free.	lb.	\$ 100	0 6
Cocoa-nut . . . . .	"	55,994	free.	lb.	\$ 120	0 6½
Olive . . . . .	Tuns	11,488	free.	lb.	\$ 070	0 0½
Oil seed cakes . . .	Tons	55,076	free.			
Potatoes . . . . .	Cwt.	635,826	free.	128 lbs.	\$ 450	2 3
Provisions, salted . .	"	454,087	free.	32 lbs.	{ from 1 \$ 200 to 1 \$ 500 }	
Lard . . . . .	"	120,409	free.	32 lbs.	1 \$ 200	6 0
Quicksilver . . . . .	lbs.	27,370	free.	lb.	\$ 020	0 0½
Saltpetre . . . . .	Cwt.	465,007	free.	32 lbs.	\$ 300	1 6
Rape seed . . . . .	Qrs.	82,394	free.			
Flax and Linseed . .	"	630,471	free.	32 lbs.	\$ 100	0 6
Tares . . . . .	"	19,031	free.			
Raw silk . . . . .	lbs.	4,608,336	free.	32 lbs.	1 \$ 000	5 0
Waste ditto . . . . .	Cwt.	14,073	free.	32 lbs.	1 \$ 000	5 0
Thrown ditto . . . .	lbs.	412,636	free.	32 lbs.	1 \$ 000	5 0
Tar . . . . .	Lasts	15,780	free.	128 lbs.	\$ 200	1 0
Staves . . . . .	Loads	92,415	free.	each	\$ 030	0 1
Whale fins . . . . .	Cwt.	7,778	free.	32 lbs.	3 \$ 000	15 0
Wool cotton . . . . .	"	6,762,320	free.	32 lbs.	\$ 120	0 7
" Sheep & lambs } (washed) . }	lbs.	81,063,679	free.	32 lbs.	\$ 960	4 9
" Alpaca & llama } (unwashed) }	"	2,013,202	free.	32 lbs.	\$ 240	1 3
Woollen manufactures	£	598,522	free.	lb.	{ from \$ 140 to 2 \$ 400 }	0 9 12 0

Remarks.—From this List it is evident that Great-Britain not only considers it politic to admit the *materia prima*, or raw material, free of all Duties, but the free importation of Linen, Cotton, and Woollen manufactures also without Duty.

*Export Duties and Imposts*

On the National Produce, or Manufactures, of

Great-Britain to Portugal . . . . £ nil.

Portugal to Great-Britain . . . £150,000

Being a direct Export Duty of about £3 per pipe on port-wine shipped to Great-Britain, and the Impost of £3 for the qualification or privilege of Shipment.

*The Revenue*

Derived by the City of Oporto from the Customs is as follows, viz. :  
1851.

	Reis.	£. s. d.
On Importations . . . . .	891,958 \$ 421	
On National Produce . . . . .	319,340 \$ 468	
On Re-Exportations . . . . .	1,237 \$ 306	
	<b>1,212,536 \$ 195</b>	
Additional Duties :		
125,172 \$ 426		
84,929 \$ 406		
76,717 \$ 487		
Charges made for Clerks' Salaries, &c. } 18,182 \$ 302		
	<b>305,001 \$ 621</b>	
Port Charges . . . . .	8,767 \$ 409	2,191 17 0
Navigation of the Douro . . . . .	544 \$ 958	136 4 6
Half amount of Octroi Duties on Wine, (the other half being the property of the municipality,)	62,279 \$ 318	15,569 16 6
Impost on Corn and Bread Stuffs . . . . .	1,899 \$ 182	474 16 0
Do. for works on the bar . . . . .	7,915 \$ 860	1,978 19 6
Seizures, &c. . . . .	3,530 \$ 319	882 11 6
	<b>1,602,474 \$ 862</b>	<b>400,618 14 0</b>

(See Official Report.)

From which it will be seen that 319,340 \$ + 25 per cent. = about Rs. 400,000 \$ at 60d. = £100,000, or one-fourth of the entire revenue, is derived from direct duties levied on national produce, three-fourths of which is paid by the British consumers of port-wine, in addition to indirect duties or imposts to an equal amount.

General Table of the Total Importations of Portugal, with the Duty levied upon them, in 1848. (Published by Government in 1851.)

Classes.	Classification, as per Tariff.	Value of Importation.		Duty as per Tariff.	Value in British Sterling.		Duties in British Sterling.		
		Reis.	£.		£.	£.	£.	£.	
1	Spirits, Wine, Beer, &c.	9,380	\$ 770	6,197	\$ 066	2,345	3 9	1,549	5 3
2	Salt Fish, Bacalhão	713,158	\$ 005	308,306	\$ 942	178,289	10 0	77,076	14 6
3	Cattle and live animals generally	60,046	\$ 620	7,691	\$ 494	15,011	13 0	1,922	17 6
4, 5, 6, & 7	Hides, Skins, Butter, Cheese, Ivory, &c.	966,633	\$ 185	145,679	\$ 402	241,658	6 0	36,419	17 0
8	Silk and Silk goods	222,656	\$ 210	38,342	\$ 151	55,604	1 0	9,585	10 9
9	Horse-hair, Woollens, Skins, &c.	870,029	\$ 529	325,733	\$ 257	217,507	7 6	81,433	6 9
10	Cocoa-Husk, Matweed, Hemp, Flax, Black Rush, &c.	808,529	\$ 673	124,634	\$ 727	202,132	8 6	31,158	13 6
11	Cotton and Manufactures	3,294,425	\$ 062	984,531	\$ 511	823,606	5 3	246,132	17 6
12	Paper, &c.	50,580	\$ 700	14,026	\$ 243	12,645	3 6	3,506	11 3
13	Staves, Timber, &c.	453,549	\$ 788	36,592	\$ 130	113,387	9 0	9,148	0 6
14	Chemical Productions	53,766	\$ 375	10,928	\$ 567	13,441	12 0	2,732	2 9
15	Colours, Tanning, &c.	166,337	\$ 410	18,953	\$ 853	41,584	7 0	4,738	9 9
16	Vegetable Compounds	72,837	\$ 155	17,417	\$ 432	18,209	5 9	4,354	7 0
17	Medicines	16,041	\$ 460	3,178	\$ 363	4,010	7 9	794	11 9
18	Drugs	12,121	\$ 570	1,013	\$ 598	3,030	7 6	253	8 0
19	Sugar, Coffee, Spices, Tobacco, &c.	1,086,344	\$ 638	752,132	\$ 348	271,586	3 0	188,045	11 9
20	Corn, Flour, Rice, Potatoes, &c.	502,787	\$ 647	100,448	\$ 499	125,696	18 3	25,112	2 6
21	Grasses, Fruits, Plants, Seeds	12,470	\$ 610	1,989	\$ 168	3,117	13 0	497	5 6
22	Metals	1,028,121	\$ 841	152,070	\$ 034	257,030	9 0	38,017	10 0
23	Glass	74,741	\$ 232	29,277	\$ 870	18,685	6 0	7,319	9 6
24	Stones, Earths, Fossils	177,645	\$ 760	10,845	\$ 774	44,411	8 9	2,711	8 9
25	Unenumerated	153,561	\$ 989	21,171	\$ 558	38,390	10 0	5,292	17 9
		10,805,767	\$ 229	3,111,211	\$ 987	2,701,441	15 6	777,802	19 6



*General Table of the Nations from which Portugal imported Goods and Produce in 1848.*

Nations.	Values.	Value in British Sterling.			Import Duties.	Import Duties in British Sterling.		
		Reis.	£.	s.		d.	Reis.	£.
Austria . . . . .	20,735 \$	5,183	15	0	883 \$ 942	220	19	6
Belgium . . . . .	16,517 \$ 600	4,129	8	0	10,717 \$ 715	2,679	8	6
Brazil . . . . .	1,664,533 \$ 324	416,133	6	6	713,299 \$ 795	178,324	19	0
Denmark . . . . .	17,586 \$ 580	4,396	13	0	5,317 \$ 001	1,329	5	0
United States . . .	446,967 \$ 489	111,741	17	6	65,775 \$ 510	16,443	17	6
France. . . . .	402,152 \$ 505	100,538	2	6	137,088 \$ 189	34,272	1	0
Genoa. . . . .	46,784 \$ 200	11,696	1	0	9,028 \$ 589	2,257	3	0
Great-Britain, &c. .	6,425,516 \$ 714	1,606,379	3	6	1,882,857 \$ 953	470,714	9	6
Hamburg. . . . .	169,021 \$ 680	42,255	8	6	45,332 \$ 833	11,333	4	0
Spain . . . . .	255,468 \$ 376	63,867	1	6	18,171 \$ 395	4,542	17	0
Holland . . . . .	129,055 \$ 225	32,263	16	0	36,753 \$ 457	9,188	7	6
Morocco . . . . .	39,713 \$ 400	9,928	7	0	1,085 \$ 962	271	9	6
Monte Video . . .	700 \$	175	0	0	75 \$ 157	18	16	6
Portuguese Pos- } sessions . . . . }	212,635 \$ 580	53,158	18	0	45,828 \$ 122	11,457	0	6
Prussia . . . . .	16,190 \$	4,047	10	0	744 \$ 113	186	0	6
Russia. . . . .	485,483 \$ 593	121,370	18	0	63,488 \$ 571	15,872	2	6
Sweden & Norway	366,552 \$ 193	91,638	2	0	52,695 \$ 380	13,173	16	6
Turkey . . . . .	5,968 \$	1,492	0	0	49 \$ 709	12	8	6
From sundry Por- } tuguese Ports. }	84,185 \$ 770	21,046	8	6	22,018 \$ 594	5,504	13	0
	10,805,767 \$ 229	2,701,441	16	6	3,111,211 \$ 987	777,802	19	0

(See *Mappas Geraes*, published in 1851.)

*Remarks on List of Importations.*

	£.	s.	d.
In 1843 the total amount of importations into Portugal was Rs. 12,314,511 § 062 . . . =	3,078,627	15	6
And the import duty levied upon them was Rs. 2,965,371 § 574 . . . . . =	741,342	17	6

In 1848 the total amount of importations fell to Rs. 10,805,767 § 229 . . . . . = 2,701,441 16 3  
 owing to the new tariff, and the duties increased to Rs. 3,111,211 § 987 . . . . . = 777,803 0 0  
 From which has resulted a diminution of about *one-sixth* in the amount of imports, and an increase of contraband in *quadrupled* ratio.

(See *Mappas Geraes do Commercio de Portugal.*)

*Commerce between Portugal and her Colonies.*

	Rs.	§	=	£.	s.	d.
Importations from Africa . . . . .	66,576	§	=	16,644	0	0
„ from Asia . . . . .	146,059	§	=	36,514	15	0
Total . . . . .	212,635	§	=	£53,158	15	0
Exportations to Africa and } Asia . . . . . }	60,544	§	=	£15,136	0	0

About one-half of the entire importations, or £823,606. 5s. = Rs. 3,294,425 § 062, are cotton goods, of which Rs. 3,015,328 § 482, or £753,832. 2s. 6d. are of British manufacture.

	Rs.	§	=	£.	s.	d.
The total amount of importations from Spain is . . . . .	255,468	§ 376	=	63,867	1	3
from France is . . . . .	402,152	§ 505	=	100,538	2	6
	657,620	§ 881	=	£164,405	3	9

The total amount of importations from New-found-land, originally discovered by the Portuguese, and now belonging to Great-Britain, is Rs. 658,454 § 620 . . . . . = £164,613 12 6

*Importations—continued.*

In class No. 4, the article	Reis.	£.	s.	d.
„ Butter . . . . . amounts to	316,712 \$	79,178	0	0
„ 7, Cheese . . . . . „	45,000 \$	11,250	0	0
„ „ Hides and Skins . . . . . „	550,000 \$	137,500	0	0
„ 8, Raw Silk . . . . . „	155,000 \$	38,750	0	0
„ 9, Raw Wool . . . . . „	55,000 \$	13,750	0	0
„ 10, Russian produce . . . . . „	461,617 \$	115,404	5	0
„ 13, Staves . . . . . „	258,694 \$	64,673	10	0
„ 20, Corn, Flour, &c. . . . . „	230,000 \$	57,500	0	0
„ 22 Lead (!) . . . . . „	52,533 \$	13,133	5	0
„ „ Copper (!) . . . . . „	118,000 \$	29,500	0	0
„ „ Iron & Manufactures . . . . . „	658,000 \$	164,500	0	0

*Importations of Grain, Meal, and Flour, stated in Quarters of Grain, imported into Great-Britain from Ireland in 1851, and to the United Kingdom from Foreign Countries.*

Description.	From Ireland.	From Foreign Countries.	Total Quantities.
Wheat and Wheat-flour . . . . .	95,116	5,330,412	5,425,528
Barley and Barley-meal . . . . .	44,479	829,574	874,053
Oats and Oat-meal . . . . .	1,141,976	1,200,136	2,342,112
Rye and Rye-meal . . . . .	—	26,323	26,323
Peas and Pea-meal . . . . .	3,781	99,485	103,266
Beans and Bean-meal . . . . .	25,002	318,224	343,226
Indian corn and meal . . . . .	7,543	1,810,425	1,817,968
Buck-wheat and meal . . . . .	—	1,491	1,491
Beer and Bigg . . . . .	360	1,940	2,300
Malt . . . . .	6,431	16	6,447
Qrs.	1,324,688	9,618,026	10,942,714

or 87,541,712 bushels =  $4\frac{1}{3}$  bushels of grain, not produced in Great-Britain, to each individual of its population in the year 1851.



*General Table of the Nations to which Portugal Produce or Manufactures were exported in the year 1848.*

(See *Mappas Geraes.*)

Nations.	Values.	Export Duties.	Value in British Sterling.			Duties in British Sterling.		
	Reis.    \$	Reis.    \$	£.	s.	d.	£.	s.	d.
Austria . . . .	9 \$ 360	\$ 057	2	6	9	0	0	6
Baltick . . . .	84 \$ 025	1 \$ 013	21	0	0	0	5	0
Belgium . . . .	33,722 \$ 262	120 \$ 323	8,430	11	3	30	1	6
Brazil . . . .	1,473,472 \$ 619	7,107 \$ 563	368,368	3	3	1,776	17	9
Bremen . . . .	11,904 \$ 371	256 \$ 466	2,976	2	0	64	2	3
Buenos Ayres . .	2,370 \$ 026	1 \$ 146	592	10	3	0	5	9
Chili . . . .	40,720 \$	52 \$ 991	10,180	0	0	13	5	0
Denmark . . . .	55,696 \$ 777	2,048 \$ 987	13,924	4	0	512	5	0
United States . .	331,640 \$ 065	3,710 \$ 777	82,910	0	3	927	14	0
France . . . .	35,057 \$ 522	186 \$ 286	8,764	7	6	46	11	6
Genoa . . . .	39,646 \$ 998	626 \$ 321	9,911	15	0	156	11	6
Great-Britain, &c.	4,790,773 \$ 532	308,442 \$ 153	1,197,693	7	6	77,110	10	6
Hamburg . . . .	171,361 \$ 815	11,692 \$ 332	42,840	9	3	2,923	1	6
Hanover . . . .	83 \$ 333	\$ 246	20	16	6	0	1	3
Spain . . . .	925,520 \$ 999	2,761 \$ 917	231,380	5	0	690	9	6
Holland . . . .	101,251 \$ 076	674 \$ 476	25,312	15	3	168	12	3
Morocco . . . .	10,353 \$ 320	188 \$ 834	2,588	6	6	47	4	6
Mediterranean .	46 \$	\$ 146	11	10	0	0	0	9
Monte Video . .	3,439 \$ 400	5 \$ 763	859	17	0	1	9	0
Colonies . . . .	60,544 \$ 390	33 \$ 763	15,136	2	0	8	8	9
Prussia . . . .	13,106 \$ 503	58 \$ 666	3,276	12	6	14	13	9
Russia . . . .	268,800 \$ 338	15,872 \$ 096	67,200	1	6	3,968	0	6
Sardinia . . . .	8 \$ 800	\$ 078	2	4	0	0	0	3
Norway & Sweden	124,216 \$ 164	3,098 \$ 205	31,054	0	6	774	11	0
Ships' use . . .	49,710 \$ 007	478 \$ 780	12,427	10	3	119	13	9
	8,543,539 \$ 702	357,419 \$ 385	2,135,884	18	0	89,354	17	0

General Table of the Total Exportations of Portugal, with the Duty levied upon them, in the year 1848. (Published by Government in 1851.)

Classes.	Classification, as per Tariff.	Value of Exportation.	Duty as per Tariff.	Value in British Sterling.	Duties in British Sterling.
1	Spirits, Wine, &c.	Reis. 4,164,686 \$ 096	Reis. 322,068 \$ 398	£. 1,041,171 10 6	£. 80,517 2 0
2	Fresh and Salt Fish	159,338 \$ 090	618 \$ 669	39,834 10 6	154 13 3
3	Cattle, (principally to Great-Britain)	111,690 \$ 870	475 \$ 239	27,922 14 3	118 16 6
4, 5, 6, & 7	Hides, Leather, Salt Provisions, &c.	265,260 \$ 250	1,688 \$ 970	66,315 1 3	422 5 0
8	Silk and Silk goods	40,458 \$ 380	205 \$ 906	10,114 12 9	51 9 6
9	Horse-hair, Wools, Skins, &c.	148,485 \$ 200	1,253 \$ 499	37,121 6 0	313 7 6
10	Cocoa-Husk, Matweed, Hemp, Flax, Black Rush, &c.	71,505 \$ 440	176 \$ 361	17,376 7 3	44 1 9
11	Cotton and Manufactures	518,092 \$ 910	23 \$ 699	129,523 4 6	5 18 6
12	Paper, &c.	9,697 \$ 280	2 \$ 016	2,424 6 3	0 10 0
13	Timber, (Cork-wood chiefly)	205,646 \$ 935	860 \$ 538	51,411 9 6	215 2 6
14	Salt, Chemical Productions, &c.	280,869 \$ 780	7,818 \$ 610	70,217 8 9	1,954 13 6
15	Colours, Tanning, &c.	45,468 \$ 265	3,076 \$ 493	11,367 1 3	769 2 6
16	Oil, Vegetable Compounds, &c.	220,446 \$ 690	3,599 \$ 434	55,111 13 6	899 17 6
17	Medicines	6,216 \$ 341	96 \$ 873	1,554 3 6	24 4 3
18	Drugs	4,832 \$ 180	12 \$ 934	1,208 1 0	3 4 6
19	Colonial Produce	95,492 \$ 610	33 \$ 107	23,873 3 6	8 5 6
20	Corn, (chiefly Indian)	220,649 \$ 266	1,559 \$ 894	55,162 6 3	389 19 6
21	Onions, Fruits, Plants, Seeds	793,563 \$ 854	3,059 \$ 810	198,390 19 3	764 19 0
22	Metals, (principally Bullion, to Great-Britain)	1,105,566 \$ 285	10,206 \$ 068	276,391 11 6	2,551 10 0
23	Glass	8,535 \$ 890	29 \$ 027	2,133 19 6	7 5 0
24	Hev'n Stone, Marbles, Fossils	53,919 \$ 060	279 \$ 464	13,479 18 6	69 17 6
25	Unenumerated	13,123 \$ 430	274 \$ 356	3,280 17 6	68 11 6
		8,543,545 \$ 702	357,419 \$ 385	2,135,886 6 9	89,354 16 9

*Remarks on List of Exportations.*

The exportations from Portugal in 1848 show an increase in wine, cattle, cork-wood, salt, oil, Indian corn, and fruits.

The exportations show a diminution in the articles silk, linens, and cottons.

The total value of exports to Great-Britain (as given in the official statisticks of 1848, published in 1851)

Amount to . . . . . Rs. 4,707,652 \$ 392

To which must be added }  
the export duty and im- } 382,854 \$ 927  
ports . . . . . }

Rs. 5,090,507 \$ 319 at 60*d.* is £1,272,626. 16*s.* 6*d.* sterling.

Class 1.—*Spirits, Wines, &c.*, comprehends

	Reis.	£.	s.	d.
Brandy . . . . . to the value of	17,616 \$ 361	4,404	2	0
Jeropiga . . . . . do.	70,230 \$ 166	17,557	11	6
Vinegar . . . . . do.	55,009 \$ 750	13,752	8	6
Wines not enumerated . . . . . do.	542,364 \$ 608	135,591	3	0
Madeira Wine . . . . . do.	533,927 \$ 659	133,481	18	6
Port to Europe . . . . . do.	2,343,256 \$ 852	585,814	4	0
Port to America . . . . . do.	600,005 \$ 600	150,001	8	0
Green Wine . . . . . do.	2,275 \$ 100	568	15	6
	4,164,686 \$ 096	1,041,171	11	0

Class 21.—*Onions, Plants, Seeds, &c.*, comprehends

	Reis.	£.	s.	d.
Onions . . . . . to the value of	53,691 \$ 400	13,422	17	0
Carob Beans . . . . . do.	15,301 \$ 240	3,825	7	0
Oranges . . . . . do.	506,914 \$ 644	126,728	13	0
Lemons . . . . . do.	21,507 \$ 130	5,376	15	6
Grapes . . . . . do.	39,286 \$ 380	9,821	12	0
Almonds . . . . . do.	39,703 \$ 480	9,925	17	0
Olives . . . . . do.	12,264 \$ 600	3,066	3	0
Figs . . . . . do.	83,643 \$ 320	20,910	16	6
Various . . . . . do.	21,251 \$ 660	5,312	18	6
	793,563 \$ 854	198,390	19	6

Class 24.—*Hewn Stones, &c.*, comprehends

Marbles to the value of . . . . . Rs. 1,047 \$ 800 £ 216. 1*s.*



*Portuguese Imports and Exports over a Series of Years, compared.*

	Reis.	Population.	Average per Individual.
A. D. 1801.			
Imports into Portugal . .	19,337,425 \$ 504	} 2,931,930	{ 6 \$ 595
Exports from Portugal . .	25,103,785 \$ 190		
£11,110,302. 12s. 6d. = Rs.	<u>44,441,210 \$ 694</u>	£ 3. 15s. 8d. = Rs.	<u>15 \$ 157</u>
A. D. 1816.			
Imports into Portugal . .	17,869,944 \$ 637	} 2,959,000	{ 6 \$ 039
Exports from Portugal . .	16,178,708 \$ 073		
£ 8,512,163. 3s. 9d. = Rs.	<u>34,048,652 \$ 710</u>	£ 2. 17s. 6d. = Rs.	<u>11 \$ 506</u>
A. D. 1830.			
Imports into Portugal . .	12,955,600 \$	} 3,038,865	{ 4 \$ 263
Exports from Portugal . .	10,468,000 \$		
£ 5,855,900 = Rs.	<u>23,423,600 \$</u>	£1. 18s. 9d. = Rs.	<u>7 \$ 707</u>
A. D. 1844.			
Imports into Portugal . .	9,826,023 \$ 928	} 3,412,500	{ 2 \$ 879
Exports from Portugal . .	6,580,533 \$ 901		
£ 4,101,639. 10s. = Rs.	<u>16,406,557 \$ 829</u>	£1. 4s. = Rs.	<u>4 \$ 807</u>
(See <i>C. A. da Costa.</i> )			
A. D. 1848.			
Imports into Portugal . .	10,805,767 \$ 229	} 3,613,615*	{ 2 \$ 990
Exports from Portugal . .	8,543,545 \$ 702		
£ 4,837,328. 5s. = Rs.	<u>19,349,312 \$ 931</u>	£1. 6s. 9d. = Rs.	<u>5 \$ 355</u>

(See *Mappas Geraes do Commercio de Portugal em 1848.*)

*Remarks.*—From these Statisticks it is clear that the exports in 1848 were only about *one-third*, and the imports about *one-half*, of the amount of the exports and imports to and from Portugal half a century ago; and that in proportion to her population her imports in 1848 were not equal to *one-half*, nor her exports to much more than *one-fourth*, of her imports and exports in 1801.

\* This is the mean population between the census of 1844 and that of 1851, or between 3,412,500 and 3,814,771.

*Exportation of Lisbon Wines to Rio Janeiro,*

<i>in 1851.</i>	Pipes.	<i>from 1st January to 30th June, 1852.</i>	Pipes.
January . . . . .	940	January . . . . .	1,179
February . . . . .	1,021	February . . . . .	1,389
March . . . . .	1,044	March . . . . .	600
April . . . . .	1,000	April . . . . .	2,082
May . . . . .	1,050	May . . . . .	1,001
June . . . . .	1,854	June . . . . .	1,438
July . . . . .	1,080		
August . . . . .	1,609		
September . . . . .	944		
October . . . . .	423		
November . . . . .	528		
December . . . . .	1,651		
	<hr/>		<hr/>
	13,144		7,689

*A Return of the Sailing Vessels employed in the Trade of the United Kingdom, exhibiting the number and tonnage of vessels entered inwards and cleared outwards (including their repeated voyages), separating British from Foreign Vessels, and distinguishing the trade with each country, in the year 1851. (See Return, No. 218.)*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia . . . . .	1,682	348,648	1,106	245,572	1,292	270,823	558	119,001
Sweden . . . . .	274	49,017	750	196,490	214	37,390	431	66,269
Norway . . . . .	46	5,180	1,282	213,011	53	6,976	1,392	236,075
Denmark . . . . .	122	16,834	1,849	140,741	492	78,971	3,660	399,993
Prussia . . . . .	1,005	141,884	1,603	278,091	799	111,362	1,181	209,814
Germany . . . . .	1,052	203,163	1,663	150,725	1,070	209,394	1,767	152,395
Holland . . . . .	872	121,583	940	117,894	825	111,029	725	57,108
Belgium . . . . .	360	29,954	324	46,332	252	7,236	140	20,123
Channel Islands . . . . .	1,584	119,526	22	2,621	1,288	82,218	1	64
France . . . . .	3,335	327,470	3,462	268,492	2,820	329,187	3,323	250,154
Portugal, &c. . . . .	735	71,536	79	9,261	716	75,337	306	62,190
Spain, &c. . . . .	573	65,845	151	19,901	930	159,387	428	83,651
Gibraltar . . . . .	14	1,689	1	81	111	14,221	51	11,641
Italian States . . . . .	604	90,583	344	76,164	636	105,351	622	148,446
Malta . . . . .	59	11,091	5	964	146	32,727	197	53,273
Ionian Islands . . . . .	99	16,790	3	816	65	13,674	27	7,679
Greece . . . . .	148	20,274	16	2,778	66	9,416	81	21,445
Turkey . . . . .	241	46,465	175	44,084	277	53,391	329	87,832
Wallachia, &c. . . . .	225	39,884	282	60,020	127	20,317	51	8,789
Syria . . . . .	55	10,646	17	4,082	49	8,456	7	1,857
Africa . . . . .	664	182,616	326	95,338	598	164,305	305	85,824
Asia . . . . .	826	433,078	65	37,620	941	513,379	114	57,313
America, viz.								
British Northern Colonies	2,106	874,042	217	98,931	1,513	587,211	78	29,477
British West Indies . . . . .	790	207,059	37	9,610	816	116,766	21	5,359
Foreign West Indies . . . . .	240	59,348	171	42,015	330	88,192	224	54,554
United States . . . . .	334	189,416	772	624,645	869	450,694	992	773,138
Mexico . . . . .	17	5,611	3	522	41	10,007	2	665
Central and Southern States	609	262,499	166	44,723	669	179,263	197	51,975
The Whale Fisheries . . . . .	50	13,619			52	13,840		
Total . . . . .	18,921	3,965,350	15,831	2,771,524	18,037	3,860,450	17,219	3,056,104



*The Steam Vessels employed in the Trade of the United Kingdom, exhibiting the number and tonnage of vessels that entered inwards and cleared outwards, (including their repeated voyages,) separating British from Foreign Vessels, and distinguishing the trade with each country, in the year 1851. (See Return, No. 218.)*

	Inwards.				Outwards.			
	British.		Foreign.		British.		Foreign.	
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.
Russia	26	10,657	..	..	27	11,104	..	..
Sweden	21	5,145	..	..	22	5,390	..	..
Denmark	83	27,752	14	3,403	52	17,052	15	3,469
Prussia	..	..	7	1,643	..	..	7	1,645
Germany	366	124,124	170	55,188	372	125,306	174	56,153
Holland	884	224,020	136	31,318	687	174,194	136	31,981
Belgium	321	69,311	88	22,151	357	81,907	113	25,418
Channel Islands	373	61,517	..	..	370	60,112	..	..
France	1,665	285,999	..	149	1,585	269,316	2	149
Portugal, &c.	7	1,313	..	..	7	1,325	..	..
Spain, &c.	4	425	1	301	3	265	2	581
Gibraltar	34	10,615	..	..	36	11,275	..	..
Italian States	32	10,135	..	..	36	11,677	..	..
Turkey	39	18,695	..	..	42	19,472	..	..
Syria	5	1,568	..	..	10	3,437	..	..
Africa.	29	20,169	..	..	29	20,911	..	..
Asia	1	941	..	..	8	3,503	..	..
America, viz.								
British Northern Colonies	..	..	..	..	1	190	..	..
British West Indies	12	13,586	..	..	1	907	..	..
Foreign West Indies	2	2,310	..	..	26	29,341	..	..
United States	57	61,584	37	48,029	58	62,811	38	50,004
Central and Southern States	20	22,870	..	..	12	12,545	1	110
Total	3,981	973,036	455	162,184	3,741	922,040	488	169,510

*Portuguese Coasting Trade.*

		1848.		
		Vessels.	Tons.	Men.
Coasters entered inwards	. . .	4,379	205,722	34,541
"    "    outwards	. . .	4,521	215,825	36,039

averaging 47 tons each, with a crew of 8 men, or double the average complement of a British coaster.

*Shipping Trade between Portugal and Great-Britain.*

1851—1852.

<i>Entered outwards for Great-Britain.</i>			<i>Entered inwards from Great-Britain.</i>		
		Vessels.	Tons.		
Portuguese ships . . .	72	8,944	Portuguese ships . . .	52	7,456
British ships . . . .	742	72,849	British ships . . . .	723	76,662

showing that  $\frac{2}{10}$ ths of the carrying trade between Great-Britain and Portugal is in British bottoms.

*The Extent of the Shipping Trade of Great-Britain and Portugal compared.*

1851-1852. Great Britain.			1848. Portugal.		
<i>Total Shipping inwards.</i>			<i>Total Shipping inwards.</i>		
		Ships.	Tons.		
British . . . .	22,902	4,938,386	(Portuguese) . . .		
Foreign . . . .	16,286	2,933,708	(Foreign) . . . .		
	<u>39,188</u>	<u>7,872,094</u>		<u>7,093</u>	<u>59,550</u>
<i>Total Shipping outwards.</i>			<i>Total Shipping outwards.</i>		
		Ships.	Tons.		
British . . . .	21,798	4,782,490	(Portuguese) . . .		
Foreign . . . .	17,707	3,225,614	(Foreign) . . . .		
	<u>39,505</u>	<u>8,008,104</u>		<u>8,201</u>	<u>65,635</u>

(See *Official Reports of 1852.*)

*The Commerce compared.*

GREAT-BRITAIN. 1850.			
		£.	s. d.
Exports . . . . .		69,557,708	0 0
Imports . . . . .		97,297,054	0 0
Exports to Portugal . . . . .		1,118,489	0 0
	Or $\frac{1}{83}$ rd part of total exports.		

PORTUGAL. 1848.			
	Reis.	£.	s. d.
Exports . . . . .	8,543,539 \$ 702 =	2,135,884	18 6
Imports . . . . .	10,805,767 \$ 229 =	2,701,441	16 0
Exports to Great-Britain . . . . .	5,099,215 \$ 685 =	1,274,803	18 0
	Or $\frac{1}{4}$ ths of total exports.		

Showing that the balance of trade is actually in favour of Portugal, as she exports to Great-Britain £156,314. 18s. of produce annually in excess of what she receives from us; or assuming the commerce of the two countries to be equal, Portugal, over and above that excess, sends us 35 times as much value, in proportion to her total exports, as we send to her in proportion to ours.

Note. 1st July, 1853.—*During the present year the proportion in favour of Portugal will be vastly increased.*

*Customs and Excise compared.*

GREAT-BRITAIN. 1851—1852.			
		£.	s. d.
Customs Revenue . . . . .		22,104,157	0 0
Excise Revenue . . . . .		15,400,420	0 0
Expenditure . . . . .		1,964,582	0 0

PORTUGAL. 1851.			
		£.	s. d.
Revenue . . . . .	Rs. 3,111,211 \$ 987 at 60d. =	777,802	19 6
Expenditure . . . . .	Rs. 306,528 \$ 258 at 60d. =	76,632	2 3



## Summary of the Revenue

OF

Great-Britain and Portugal.

(See Returns, No. 15, Feb. 3, 1852.)

(See Orçamento-Março, 1852.)

	£.	s.	d.	Reis.	£.	s.	d.
Customs . . . . .	20,615,337	12	0	4,940,025 \$	1,235,006	5	0
Excise . . . . .	14,442,081	6	5	1,908,808 \$ 500	477,202	2	6
Stamps . . . . .	6,385,082	14	0	258,937 \$	64,734	5	0
Taxes (Land & Assessed)	3,563,961	18	6	3,343,952 \$ 300	835,988	1	3
Property Tax . . . . .	5,304,923	2	1				
Post Office . . . . .	1,069,000	0	0	125,005 \$	31,251	5	0
Crown Lands, &c. . . . .	175,826	6	1	102,200 \$	25,550	0	0
Produce of old Stores . . . . .	413,155	16	11				
Surplus Fees . . . . .	108,916	8	4				
East India Company . . . . .	60,000	0	0				
Duty on Pensions, &c. . . . .	4,424	0	0				
Imprest & other Monies . . . . .	90,297	11	9				
Miscellaneous . . . . .				114,479 \$ 076	28,619	15	0
	52,233,006	16	5	10,793,406 \$ 876	2,698,351	13	9
	Surplus.			Deficit.			
	2,726,396	4	10	2,085,911 \$ 065	521,477	15	0

## Summary of the Expenditure

OF

Great-Britain and Portugal.

(See Returns.)

1852.

(See Orçamento.)

	£.	s.	d.	Reis.	£.	s.	d.
Interest on funded Debt	27,614,413	12	2	3,873,813 \$ 941	968,453	10	0
Interest on unfunded Debt . . . . .	402,713	13	6				
Civil Services . . . . .	4,004,831	19	3	4,109,985 \$ 189	1,027,496	5	0
Civil List . . . . .	397,730	0	0				
Annuities and Pensions	378,341	13	7				
Salaries and Allowances	273,526	2	6				
Diplomatick Salaries, &c. . . . .	152,798	7	7				
Courts of Justice . . . . .	1,090,227	5	6	443,779 \$ 238	110,944	16	3
Miscellaneous . . . . .	295,056	3	0	864,974 \$ 888	216,243	15	0
	23,114	8	3				
Army . . . . .	6,485,498	1	10	2,724,422 \$ 272	681,105	11	3
Ordnance . . . . .	2,238,442	8	0				
Navy . . . . .	5,849,916	16	5	862,342 \$ 413	215,585	7	6
Kaffir War . . . . .	300,000	0	0				
	49,506,610	11	7	12,879,317 \$ 941	3,219,829	5	0

*General Remarks on the British Revenue.*

*Customs.*—The annexed account of the British Revenue for the year ending 5th day of January, 1852, is taken from the 'Return,' No. 15, of 3rd February, 1852, whereas in the Trade and Navigation Account, No. 75, 17th February, the net 'Receipt of Customs Duties' is given in the amount of £22,104,157, derived chiefly as follow, viz. tobacco, 4½ millions; sugar, 4 millions; spirits, 2½ millions; wines, 2 millions; tea, 6 millions; coffee, timber, corn, and fruits, ½ a million each.

The following foreign importations were entered for home consumption, viz.

Per Individual.			
About 2 lbs.	Tea . . . . .	lbs.	53,965,112
"	1 $\frac{2}{3}$ Coffee . . . . .	"	32,564,164
"	30½ lbs. Sugar . . . . .	"	825,142,416
"	½ Spirits . . . . .	gallons	4,766,550
"	gal. Wine . . . . .	"	6,554,429
"	1 lb. Tobacco . . . . .	lbs.	28,062,978
Nearly 1 oz.	Spices . . . . .	"	3,783,614
	Gloves . . . . .	pairs	2,755,439
	Corn . . . . .	quarters	8,142,744
	Bread stuffs . . . . .	£	9,618,026
	Eggs . . . . .		115,524,233
	Cattle . . . . .	heads	86,520
	Sheep . . . . .	"	201,859
	Swine . . . . .	"	15,597
	Fresh and salt provisions . . . . .	lbs.	584,689
	Poultry . . . . .	£	31,523

*Excise.*—As with the Customs, the 'Return,' No. 15, of 3rd February, 1852, does not agree with the 'Return,' No. 82, of 18th February, in which latter the net produce of revenue is given in the amount of £15,400,420, produced principally as follow, viz. spirits, 6 millions; malt, 5 millions; licences, soap, and paper, about 1 million each.

Home-made spirits, 23,976,596 gallons consumed, being at the rate of about  $\frac{3}{4}$  of a gallon per individual.

Beer, ale, and porter, 465,899,328 gallons consumed, being at the rate of 17½ gallons per individual.

*Portuguese Frontier Custom-Houses.*

Revenue.	Reis.	In British Sterling.	Expenditure.	Reis.	In British Sterling.
Bragança . . . . .	2,148 \$ 480	537 2 6	Bragança . . . . .	2,144 \$	536 0 0
Miranda . . . . .	796 \$ 455	199 2 3	Miranda . . . . .	1,120 \$ 500	280 2 6
Freixo d'Espada à Cinta . . . . .	205 \$ 441	51 7 3	Freixo d'Espada à Cinta . . . . .	689 \$ 600	172 8 0
Castello Branco . . . . .	383 \$ 571	95 18 0	Castello Branco . . . . .	1,429 \$ 600	357 8 0
Elvas . . . . .	589 \$ 934	147 9 6	Elvas . . . . .	1,380 \$	345 0 0
Almeida . . . . .	308 \$ 589	77 3 0	Almeida . . . . .	1,169 \$ 600	292 8 0
Barca d'Alva . . . . .	1,127 \$ 588	281 17 6	Barca d'Alva . . . . .	6,350 \$ 060	1,587 10 0
	5,560 \$ 058	1,390 0 0		14,283 \$ 360	3,570 16 6

Showing an annual loss of Rs. 8623  $\text{₹}$  302, or £2155. 10s. 6d., in keeping up these establishments.

(See *Mappas Geraes* for 1848.)



*Public Works. Portugal.*

In 1850 only Rs. 113,810 \$ 950, or £ 28,452. 14s. 6d., were allowed for Roads; now in 1852-1853 Rs. 318,049 \$ 095, or £ 79,512. 5s. 6d., have been granted for Public Works—to be disposed of as follows:

	Reis.	£.	s.	d.
Roads throughout the kingdom . . . . .	203,741 \$ 100	50,935	5	6
Ditto in the Açores . . . . .	20,454 \$ 545	5,113	12	6
Improvements of the river Douro (!) . . . . .	3,000 \$	750	0	0
Ditto of the Mondego . . . . .	3,600 \$	900	0	0
Ditto of the Guadiana . . . . .	2,400 \$	600	0	0
Ditto of the Tagus . . . . .	10,000 \$	2,500	0	0
Building of Bridges . . . . .	8,400 \$	2,100	0	0
Repairs of the church Coração de Jesus . . . . .	1,500 \$	375	0	0
Corps of Inspectors . . . . .	64,953 \$ 450	16,238	7	6
	318,049 \$ 095	79,512	5	6

*Summary of the Houses of Peers*

Great-Britain		IN and		Portugal.	
				(See <i>Relatorio de 1852.</i> )	
Princes of the blood . . . . .	3	Cardinals . . . . .			2
Archbishops . . . . .	3	Archbishops . . . . .			2
Dukes . . . . .	19	Dukes . . . . .			3
Marquises . . . . .	20	Marquises . . . . .			7
Earls . . . . .	133	Earls . . . . .			34
Viscounts . . . . .	45	Viscounts . . . . .			19
Bishops . . . . .	27	Bishops . . . . .			7
Barons . . . . .	210	Barons* . . . . .			9
	—	Without title . . . . .			31
Peers . . . . .	460				
Peeresses in their own right . . . . .	11				
	—				
	471				114
					(Of whom 82 have been elevated by the reigning Sovereign by right of civil or ecclesiastical succession.)
Style of address, "The noble Lord."					Style of address, "The worthy Peer."

*Mines †*

Great-Britain		IN and		in Portugal.	
People employed, about . . . . .	200,000	People employed, about . . . . .			200
Capital employed, about . . . . .	£10,000,000	Capital employed, about . . . . .			£10,000

\* The title of Baron is almost wholly new in Portugal. Thirty-five years ago, and there were only four Barons in the country, viz. Quintella, Marreque, Porto Covo da Bandeira, and Sobral. Now we question whether in all Germany there are more Barons than in Portugal.

† The total Revenue derived from the tax of 5 per cent. on the produce of *all* the mines in the kingdom, is given in the Budget of the Portuguese Minister of Finance in March, 1852, as follows, viz.

From the Lead Mine near Aveiro . . . . .	Rs. 148 \$ 183
From the Antimony Mine near Vallongo . . . . .	Rs. 143 \$ 678

£ 72. 15s. = Rs. 291 \$ 861 (!!!)

*Police (Constabulary).*

	Acreage.	Population.	Existing force.
Total of England . . . . .	31,355,475	12,777,011	7,213
„ Wales . . . . .	4,752,000	911,603	168

(See 0,71 Minutes of Evidence.)

And it is proposed that this force be raised to 12,307.

10th June, 1853.

*Municipal Guard of Portugal.*

Of Lisbon . { Cavalry . . . . . 164	} Of Oporto . { Cavalry . . . . . 50
{ Infantry . . . . . 1169	

*Postal Revenue and Expenditure, 1850-1851,*

IN

*Great-Britain.*

Expenditure . . . . . £
Revenue . . . . . £1,056,000
Annual number of letters posted, 400,000,000.
Speed of travelling, 30 miles per hour.
Mode of conveyance, railroads.

*Portugal.*

Expenditure, about Rs. 67,500 \$
at 60d. = £16,875
Revenue . . . . . Rs. 125,005 \$
at 60d. = £31,251. 5s.
Speed of travelling, 3 miles per hour.
Mode of conveyance, horse or mule back.

*Gas-Companies*

IN

*Great-Britain.*

Amount of capital employed (see <i>Returns</i> ), £5,415,295.
Price of gas 1000 cubick feet, 6s. 8d.

*Portugal.*

Lisbon Gas Company's capital employed, about £40,000.
Price of gas 1000 cubick feet, about 8s.

*Railroads*

IN

*Great-Britain.*

(See *Return*, No. 24, 5th February, 1852.)

In June, 1851, 6698 miles of railroad were opened.
The passenger traffick for 6 months, ending June, 1851,
In England . . . . . 30,883,566
Scotland . . . . . 4,333,135
Ireland . . . . . 2,665,002
Yielding the following returns:
<i>£.</i> <i>s.</i> <i>d.</i>
England . . . . . 5,825,242    16    0
Scotland . . . . . 663,925      1    7
Ireland . . . . . 260,354      1    2

*Portugal.*

Nil.

Nil.

Nil.

## Circulation of Newspapers

IN

<i>Great-Britain and Ireland.</i>	<i>Portugal.</i>
From the Report (No. 558) dated July 18th, 1851.	
Number of Stamps issued to Newspapers in Great-Britain and Ireland for the year ending March, 1851 . . . . .	
91,661,089	Lisbon Newspapers, about . . . 3500
	Oporto ditto " . . . 5000
	Coimbra ditto " . . . 500
	Provincial ditto " . . . 500
<i>Circulation of the principal Daily London Papers in 1850.</i>	<i>Daily Papers.</i>
The Times . . . . .	Circulation of the
Morning Advertiser . . . . .	Diario do Governo
Morning Herald . . . . .	Revolução de Setembro
Daily News . . . . .	Ley . . . . .
Morning Chronicle . . . . .	Patriota . . . . .
11,900,000	Estandarte . . . . .
1,549,843	} about 10,000
1,139,000	
1,152,000	
912,547	
	<i>Weekly Papers.</i>
<i>Principal Weekly London Papers.</i>	Revista Popular
Illustrated London News . . . . .	Revista Universal
News of the World . . . . .	} about 1000 each
Lloyd's Weekly London . . . . .	
Weekly Times . . . . .	
Bell's Life . . . . .	
Weekly Dispatch . . . . .	
3,467,007	
2,926,269	
2,559,000	
2,037,703	
1,285,500	
1,950,000	

\*\* In the year 1850 the net produce of the Stamp Duty on Newspapers in the United Kingdom amounted to £ 350,418.

## Conveyance of Mails

<i>From Great-Britain to all parts of the World.</i>	<i>From Portugal.</i>
Cost of Packet Service . . . £ 727,425	
Cost of the Mails to Vigo, Oporto, Lisbon, Cadiz, and Gibraltar . . . . .	Nil.
20,500	

## National Debt.

<i>Great-Britain.</i>	<i>Portugal.</i>
£ 767,000,000.	Rs. 42,250,000 funded at 5s. 7 mil-rei, £ 10,562,500.



*Duties and Expenses on a Pipe made at Oporto, and shipped from that Port.*

The duties on 100 pipe-staves . . . . .	Rs. 1 §
Emoluments to Custom-House clerks, &c. . . . .	- § 240
	<hr/>
	Rs. 1 § 240
For the making and heading of one pipe 20 staves are required, the duty on which is . . . . .	Rs. - § 252
The duties on 128 lbs. of iron hoops, with emoluments, &c. . . . .	Rs. - § 126
Ten hoops, weighing 20 lbs., are required for each pipe, and pay a duty of . . . . .	Rs. - § 020
Cartage of a pipe of wine to and from store . . . . .	Rs. - § 240
Wharfage ditto ditto . . . . .	Rs. - § 040
Freight of a pipe of wine from the Alto-Douro . . . . .	Rs. 2 §
Cartage in the Douro, and other expenses . . . . .	Rs. 3 §
Shipping expenses per pipe . . . . .	Rs. - § 200
Cooperage, and one year's expenses in store . . . . .	Rs. 5 § 500
Wooden hoops, osiers, and labourage in making a pipe . . . . .	Rs. 2 §

making a total of Rs. 13 § 252 cash expended in Portugal, in duties and labour, on every pipe made in and exported from Oporto.

Great-Britain imports about 30,000 pipes of port direct from Oporto, and therefore pays to that country on casks alone an annual sum of Rs. 397,560 §—, or £ 99,390 sterling at 60*d.* per mil-rei.

*Facilities of Travelling.*

In the year 1851 there were in London 1494 omnibuses and 3429 cabs, plying daily, and every town in the *United Kingdom* teems with vehicles for the convenience of the publick.

In Lisbon there are omnibuses plying to Cintra, and a fair number of hackney-coach stands.

At Oporto there are neither omnibuses nor coach stands; but there are 47 hackney coaches on hire by the day, and also 22 *carroções* (bullock carriages), besides 2 omnibuses which ply in summer between Oporto and São João da Fóz,\* one league.

In the *interior of Portugal* there is no publick conveyance of any kind.

*Drunkeness in 1851.*

	Males.	Females.	Total.
England . . .	44,500	25,597	70,097
Ireland . . .	25,729	11,908	37,637
Scotland . . .	16,623	8,227	27,643
	<u>86,852</u>	<u>45,732</u>	<u>135,377</u>

*In 1841.*

	Males.	Females.	Total.
England . . .	48,909	26,359	75,268
Ireland . . .	17,669	10,751	28,420
Scotland . . .	5,280	2,405	12,509
	<u>61,858</u>	<u>39,515</u>	<u>116,197</u>

Showing, in the *total*, an increase of 18,000 drunkards in 10 years.

*Note.*—They certainly were all spirit-drinkers. Habitual drunkards do not drink wine.

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\* 1st July, 1853. Two diligences now run between Oporto and Braga, a distance of 8 leagues.

FOUNDLINGS.  
 Mapa estatística do movimento geral dos Exportos na Invecida Cidade do Porto, desde o anno de 1840 até 1852.

	Existião, Existing in January.		Entração, Deposited.		Findário a criação.		Faleceão, Died.		Forão transferidos.		Entregaão-se aos Pais.		Existem, Existing in December.		Total.	Observação.
	Leite	Secco	Leite	Secco	Leite	Secco	Leite	Secco	Leite	Secco	Leite	Secco	Leite	Secco		
1840 { Masculino . . . . .	87	311	758	11	56	23	479	36	—	—	10	10	300	309	} 1197	(a) No numero dos entrados de secço incluem-se 199 qui vierão transferidos d' outras Rodas, (b) Idem, 123. (c) Idem, 2.
{ Femenino . . . . .	102	299	655	8	56	33	391	40	—	—	4	8	306	282		
1841 { Masculino . . . . .	300	309	709	5	229	36	525	165	—	—	6	8	240	334	} 1216	
{ Femenino . . . . .	306	282	615	6	225	38	416	94	—	—	16	12	264	369		
1842 { Masculino . . . . .	249	334	451	4	194	25	328	106	—	—	9	2	169	309	} 1173	
{ Femenino . . . . .	264	369	432	2	200	30	326	81	—	—	11	14	159	446		
1843 { Masculino . . . . .	169	399	490	7	116	63	279	55	24	57	12	20	223	321	} 1105	
{ Femenino . . . . .	159	446	436	6	107	59	228	67	19	99	8	26	223	308		
1844 { Masculino (a) . . . . .	243	321	490	90	194	31	348	73	1	1	11	24	221	489	} 1375	
{ Femenino (a) . . . . .	233	308	516	105	178	24	388	69	—	—	11	24	234	584		
1845 { Masculino (b) . . . . .	101	483	401	81	169	37	245	69	—	—	19	24	238	623	} 1681	
{ Femenino (b) . . . . .	221	489	426	78	181	39	221	50	1	—	10	19	234	623		
1846 { Masculino (c) . . . . .	224	695	557	11	194	27	178	34	—	—	11	11	389	696	} 2242	
{ Femenino (c) . . . . .	380	696	652	14	279	90	413	133	—	—	13	9	406	700		
1847 { Masculino . . . . .	465	760	612	6	292	131	408	118	—	—	17	25	293	782	} 2103	
{ Femenino . . . . .	293	735	606	5	179	99	395	141	—	—	28	27	283	782		
1848 { Masculino . . . . .	291	618	646	7	212	85	457	168	—	—	3	39	58	295	} 1861	
{ Femenino . . . . .	295	657	616	9	217	58	401	98	—	—	8	19	66	251		
1849 { Masculino . . . . .	251	579	603	11	192	138	345	128	26	79	39	35	42	257	} 1798	
{ Femenino . . . . .	271	616	568	11	203	132	281	129	39	126	29	40	287	392		
1850 { Masculino . . . . .	256	386	664	10	193	64	398	75	23	55	27	12	279	383	} 1390	
{ Femenino . . . . .	287	392	622	6	204	61	353	54	29	53	15	14	308	420		
1852 { Masculino . . . . .	279	383	661	7	194	67	357	52	26	1	20	13	343	451	} 1664	
{ Femenino . . . . .	308	430	593	12	222	68	315	42	17	—	12	9	335	535		
	15104	504	4856	1610	9106	2204	206	501	447	660						



*Portuguese Weights and Measures.*

16 Onças . . .	=	1 Arratel.
32 Arrateis . . .	=	1 Aroba.
4 Arobas . . .	=	1 Quintal = 128 lbs.
13½ Arrateis . . .	=	1 English Stone.

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1 Linha (a line) . . .	=	12 Pontos (points).
1 Pollegada (an inch) . . .	=	12 Linhas (lines).
1 Palmo (a palm) . . .	=	8 Pollegadas (inches).
1 Covado . . .	=	3½ Palmos (palms).
1 Vara . . .	=	5 Palmos.
1 Braça . . .	=	2 Varas = 10 palmos.
84,587 Braças . . .	=	1 English Acre.
2,805¾ Braças . . .	=	1 League.

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*Salt* is sold per moio, of 15 fangas, or 60 alqueires, grain measure; but old salt being heavier than the new, 2 moios of old salt are calculated as being equal to 1 English ton.

A moio is equal to  $2\frac{1}{2}\frac{2}{3}\frac{2}{3}$ , or  $2\frac{2}{3}$  English quarters, the growth of which (in maize) occupies 1.620 square mile.

A fanga (Spanish measure for corn, but used on the frontiers of Portugal) is equal to  $\frac{1}{15}$ th part of a moio, or 4 alqueires.

*Lime* is sold per moio of 50 alqueires.

*Lime-stone* is sold per moio of 30 alqueires only, it being understood that after burning, the quantity will be about doubled.

1 alqueire of seed, according to the Lishon calculation, is required for 150 square braças; or 563 alqueires for 1 English acre, or for 84,587 square braças.

An 'alqueire de terra,' according to the São Miguel calculation, equal to 200 square varas, requires  $2\frac{1}{2}$  alqueires of wheat-seed. Fifty orange-trees may also be planted on the same space of ground, which may produce 100,000 oranges, worth about £ 20 sterling. A milhoiro, or 1000 oranges, are seldom worth more than 4s. sterling.

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A Lisbon Cart weighs	40 Arobas (de Lisbon).
An Oporto Cart	„ 15 „ ( do. ).
A pair of Oxen	„ 25 „ to 28 Arobas.
A Horse	„ 10 „
A Mule	„ 10 „
An empty Pipe	„ 7 „ 12 lbs.
A full Pipe	„ 36 „ 3 lbs., or nearly 12 cwt.

- A 'Pipe' of Coals contains 10 Baldes,  
 or  $1\frac{2}{3}$  Chaldron,  
 or 70 Canastras, or Baskets,  
 or  $4\frac{1}{2}$  Tons.
- A 'Keel' of Coals is equal to 8 Chaldrons,  
 or 21 Tons,  
 or 5 Pipes,  
 or 50 Baldes,  
 or 350 Canastras.
- A 'Pipe' of Wine is equal to  $\frac{1}{3}$ th of a 'Pipe' of Coal,  
 or to  $\frac{1}{3}$  a Ton.
- 2 Pipes, or 4 Hogsheads, or 8 Quarter-Casks, or 16 Octaves, are  
 equal to 1 Ton.

A Chest of Sugar weighs 60 arabas, equal to 140 English  
 stones of 14 lbs. avoirdupois.

Six Gallegos, or Gallician porters, carry one of these chests of sugar suspended  
 from their shoulders, this mode of conveyance being preferred to any other.

A pair of oxen yoked in the cart of the country can only draw a chest of sugar, or  
 a weight of 60 arabas, on account of the rude construction of the vehicle and the  
 wretched state of the roads.

One horse and cart, on a good road, carries 120 arabas. (*Dupin, Voies Publiques.*)

A mule carries 8 arabas, dead weight, and travels 5 leagues per day.

4 Quartilhos . . . .	=	1 Canada.
12 Canadas . . . .	=	1 Almude.
21 Almudes . . . .	=	1 Pipe, English.
1 Pipe . . . .	=	115 Gallons.
1 Almude . . . .	=	32 Bottles.

*Statement showing the Result of a Remittance of 1000 Sovereigns to Oporto as compared with Bills drawn from Oporto on London, or Bills bought in London on Oporto, both at 90 days' date.*

1000 sovereigns gives in Portuguese currency . . . . .	Rs. 4,500 \$
A Bill drawn at Oporto to give cash Rs. 4500 \$ at an exchange of $54\frac{1}{2}d.$ must be for a <i>sterling</i> amount (payable 3 months after date) of . . . . .	£1,021 17 6
To place this on an equal footing with a cash remittance, deduct 3 months' interest, or . . . . .	12 10 0
	<hr/> £1,009 7 6

The same amount as a cash remittance in sovereigns would cost to produce at Oporto cash on arrival . . . . . Rs. 4,500 \$

Therefore

A remittance in sovereigns is equal to an exchange of  $54\frac{1}{2}d.$  for a 90 days' Bill drawn at Oporto on London.

1000 sovereigns sent to Oporto, *viâ* Southampton, cost £1009:

Say box containing . . . . .	£1,000 0 0
Freight $\frac{1}{2}$ per cent. . . . .	5 0 0
Insurance <i>from Southampton</i> . . . . .	2 10 0
Insurance and Carriage <i>to Southampton</i> . . . . .	1 5 0
Sundry Expenses . . . . .	0 5 0
	<hr/>
Gives cash at Oporto £1000, or *Rs. 4500 \$ =	£1,009 0 0

£1009 invested in a Bill in London at 90 days' date on Oporto at an exchange of  $53\frac{1}{2}d.$ , gives . . . . . Rs. 4,558 \$ 304  
Deduct 3 months' interest to reduce to cash on arrival . . . . . 56 \$ 978  
Gives cash at Oporto . . . . . = \*Rs. 4,501 \$ 326

Therefore

A remittance in sovereigns is equal to an exchange of  $53\frac{1}{2}d.$  for Bills drawn in London on Oporto at 90 days' date.

£1009 at $53\frac{1}{2}$ . . . . .	Rs. 4,547 \$ 605
Less 3 months' interest to reduce to cash . . . . .	56 \$ 845
	<hr/> Rs. 4,490 \$ 760
£1009 at $53\frac{3}{4}$ . . . . .	Rs. 4,536 \$ 955
Less 3 months' interest to reduce to cash . . . . .	56 \$ 710
	<hr/> Rs. 4,480 \$ 245
£1009 at $53\frac{1}{4}$ . . . . .	Rs. 4,526 \$ 355
Less 3 months' interest to reduce to cash . . . . .	56 \$ 580
	<hr/> Rs. 4,469 \$ 775



Spanish Produce brought down the River Douro in the years 1841-1850 for Re-shipment at Oporto.

Date.	Wheat.	Rye.	Oats.	Grao de bico.	Beans.	Farinha (Flour.)	Cork-wood.	Wool.	Skins.	Almonds.	Olives.	Cordage.	Biscuit.	Oil.	Saffron.	Lead.	Transit Duties.	Anchorage Dues.	Boat Freights.	Porterage.	Warehousing.	Meterage.	Duties on re-exportation.	Duties on consumption.	Port Charges.	Commissions.	Total.
		Alqueires.	Alqueires.	Alqueires.	Alqueires.	Arobas.	Arobas.	Arobas.	Duzias.	Arobas.	Barris.	Arobas.	Arobas.	Almudes.	Arobas.	Arobas.											
1841	20,431	..	..	..	..	1,058	..	..	..	..	..	..	..	..	..	..	355 \$ 735	32 \$ 800	1,978 \$ 900	251 \$ 860	125 \$ 930	40 \$ 015	446 \$ 770		574 \$ 980	642 \$ 345	4,449 \$ 335
1842	51,355	..	..	1,198	..	483	..	148	..	..	..	..	..	..	..	..	1,023 \$ 980	96 \$ 000	5,542 \$ 485	702 \$ 840	413 \$ 530	113 \$ 530	713 \$ 935		1,794 \$ 280	1,530 \$ 415	11,931 \$ 795
1843	53,993	..	..	..	..	54	259	30	..	..	..	..	..	..	..	..	327 \$ 060	31 \$ 200	1,730 \$ 630	211 \$ 480	110 \$ 560	34 \$ 160	346 \$ 545		563 \$ 855	461 \$ 790	3,817 \$ 280
1844	5,622	..	..	1,065	..	..	372	34	..	..	..	..	..	..	..	..	100 \$ 370	9 \$ 600	572 \$ 730	58 \$ 780	36 \$ 970	10 \$ 630	50 \$ 095		188 \$ 545	136 \$ 655	1,164 \$ 375
1845	344,628	7,251	..	..	..	..	..	..	..	..	..	..	..	..	..	..	318 \$ 610	42 \$ 400	1,730 \$ 770	220 \$ 280	110 \$ 140	34 \$ 425	181 \$ 680		561 \$ 715	429 \$ 970	3,629 \$ 990
1846	2,791	126,149	..	..	..	294	313	..	200	..	..	..	..	..	..	..	4,632 \$ 810	385 \$ 600	20,156 \$ 140	2,551 \$ 800	1,282 \$ 160	361 \$ 715	677 \$ 220	44 \$ 800	6,540 \$ 030	4,381 \$ 625	42,013 \$ 900
1847	36,835	..	..	..	..	3,279	..	..	8	140	..	4	..	..	..	..	455 \$ 560	45 \$ 600	2,777 \$ 370	350 \$ 840	175 \$ 420	56 \$ 950	203 \$ 350	747 \$ 520	894 \$ 460	862 \$ 105	6,569 \$ 175
1848	93,621	..	6,694	120	1,854	1,708	227	..	330	..	1	..	1812	10	32	15	1,047 \$ 990	105 \$ 000	5,515 \$ 240	676 \$ 020	347 \$ 090	110 \$ 900	674 \$ 000	11 \$ 945	1,770 \$ 160	1,487 \$ 030	11,745 \$ 375
1849	76,578	..	..	1,554	..	..	..	..	..	7	..	..	..	..	..	..	798 \$ 960	80 \$ 000	5,640 \$ 170	717 \$ 840	358 \$ 920	112 \$ 160	423 \$ 445		1,820 \$ 490	1,536 \$ 195	11,488 \$ 180
1850	93,886	..	..	..	..	..	..	380	..	412	..	..	..	..	..	..	533 \$ 380	54 \$ 000	2,380 \$ 555	288 \$ 660	145 \$ 830	45 \$ 640	545 \$ 695	66 \$ 070	743 \$ 735	655 \$ 475	5,459 \$ 040
	779,740	133,400	6,694	3,937	1,854	6,876	1,171	592	538	559	1	4	1812	10	32	15	9,594 \$ 455	883 \$ 000	48,024 \$ 990	6,030 \$ 400	3,106 \$ 550	920 \$ 125	5,262 \$ 735	870 \$ 335	15,452 \$ 250	12,123 \$ 605	102,268 \$ 445



*Expenses incurred by a Vessel performing Quarantine in the Port of Vigo for 40 days, the ship being bound for Oporto, and Vigo being the nearest harbour.*

	Reales.
Pratique on entering the Port . . . . .	6 \$
Consular Dues . . . . .	25 \$ 1
Dues on the Crew and Passengers . . . . .	18 \$ 6
Captain of the Port . . . . .	\$ 6
Anchorage Dues on 364 Tons . . . . .	18 \$ 4
Fees of Office . . . . .	3 \$
Expense of unloading and reloading Cargo . . . . .	128 \$
Custom-House Officer, 40 days . . . . .	20 \$
Lazaretto Dues and Fumigations . . . . .	349 \$ 11
Consignee's Commission . . . . .	25 \$
	<hr/>
Dollars . . . . .	593 \$ 8
Ship's Provisions . . . . .	327 \$ 2
Cost of 25 Pipes of Water . . . . .	10 \$
Cash for Captain's Expenses . . . . .	40 \$
Ditto for Postages . . . . .	5 \$ 12
	<hr/>
	382 \$ 14
	<hr/>
Dollars . . . . .	976 \$ 2
	<hr/>
At 52d. p. dollar =	<u>£ 211 9 4</u>



*Sovereigns of Portugal.*

1st. THE HOUSE OF BOURGOYNE.		3rd. INTERVAL OF SUBMISSION TO SPAIN.	
	A. D.		A. D.
Henry of Bourgoyne . . . .	1095	Philip II. . . . .	1580
Affonso I. (Henrique the Conqueror) . . . . .	1112	Philip III. . . . .	1590
Sancho I. (the fat) . . . . .	1185	Philip IV. . . . .	1623-40
Affonso II. (the populator) . . . .	1211		
Sancho II. (CapeI) . . . . .	1223	4th. THE HOUSE OF BRAGANÇA.	
Affonso III. . . . .	1248	John IV. . . . .	1640
Denis (the farmer) . . . . .	1279	Affonso VI. . . . .	1656-67
Affonso IV. . . . .	1325	Peter II. (Regent from 1667,) King in . . . . .	1683
Peter I. (the severe) . . . . .	1357	John V. . . . .	1706
Ferdinand . . . . .	1367-83	Joseph . . . . .	1750
		Mary I. (with Peter III. 1777-86)	1777
2nd. THE HOUSE OF AVIS, After a two years' Regency.		John VI. . . . .	—
John I. (the great) . . . . .	1385	Peter IV. (Dom Pedro, for a moment) . . . . .	1826
Edward . . . . .	1433	Mary II. (Dona Maria the first time) . . . . .	1826
Affonso (the African) . . . . .	1438	Michael I. (Dom Miguel) . . . .	1828
John II. (the perfect) . . . . .	1481	Mary II. (Dona Maria the second time) . . . . .	1833
Emanuel (the fortunate) . . . . .	1495		
John III. . . . .	1521		
Sebastian . . . . .	1557		
Henry (the cardinal) . . . . .	1578		

APPENDIX.

MIN

APPENDIX

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# MINUTES OF EVIDENCE ON IMPORT DUTIES ON WINES,

GIVEN BEFORE A SELECT COMMITTEE OF THE HOUSE OF  
COMMONS,

BY

JOSEPH JAMES FORRESTER,

OF OPORTO, MERCHANT.

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Extracted from the Report No. 495, ordered by the House of Commons to be  
printed, 18th June, 1852.

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*Jovis, 22<sup>o</sup> die Aprilis, 1852.*

#### MEMBERS PRESENT.

Mr. Henry Stuart.  
Sir J. E. Tennent.  
Mr. Scholefield.  
Mr. Mullings.

Mr. Jackson.  
Mr. Scott.  
Mr. Cardwell.

THOMAS CHISHOLM ANSTEY, Esq., in the Chair.

Mr. *Joseph James Forrester*, called in ; and Examined.

1. *Chairman.*] YOU are an extensive grower of wines, I believe, in the Alto-Douro, and other districts of the north of Portugal?—I grow a certain quantity of wine upon my own individual estate, and lease other estates to a very large extent.

2. How long have you been connected with the cultivation of wines?  
—Twenty-two years.

3. You are also engaged in the wholesale trade of port-wines, I believe, with this country?—To a great extent.

4. How long have you been engaged in that trade?—The same time; for twenty-two years.

5. Have you any connection with other parts of the Peninsula, besides Portugal, in that way of business?—With Lisbon I have; in Lisbon wines.

6. And you have dealings not only in wines, commonly called

port-wines, but Portuguese wines in general?—Portuguese wines in general.

7. Will you describe the Portuguese wines by their names, so far as you can specify them, with which you are concerned as a grower and exporter?—The wine shipped from Oporto is generally termed Port-wine; there is only that one simple distinction; but the country produces an immense variety of wines; wines equal, certainly, to the best of Burgundy or the best of claret, but wines totally unknown in this country. But all wines shipped across the bar of the Donro are designated by that one name, *port-wine*; the names of other Portuguese wines are Figueira and Lisbon wines. They are called *port-wines* that come from the Douro.

8. But that port-wine has many qualities, and I presume by those qualities it is in Portugal classified and distinguished?—It is.

9. Then would you state the names of those port-wines which, according to your statement, partake rather of the character of Burgundies or of clarets than of what we commonly understand by the name of port-wines?—Yes. Many years ago, nearly two centuries ago, port-wines were introduced into this country; they were of a simple quality corresponding with those two I have mentioned, namely Burgundy and claret. This is the district where the wine is grown. (*Producing his own surveys of the wine-district.*) The River Corgo now serves as the boundary line, separating the original district (*i.e.* below the river, or on the side in the direction of the sea) from the augmented district of the present day. The wines of the lower district were those known originally as port-wine, and are still lightly brandied. The district has gradually increased, and now extends to nearly eight leagues. The character of the wine here, in the *original* district, I have said, is exactly the same as it used to be; but according to the prevailing law, which ordains that no port-wine shall be allowed to be exported to Great-Britain unless it possess qualities which certainly cannot be derived from the grape—as a matter of course all the beautiful, elegant, exhilarating wines of the ancient district, or Lower Corgo, are placed in the *second*, or sometimes in the *third* quality. The result, therefore, is, that as the law distinctly declares that wines for England, called first quality, shall have immense colour, great body, and great richness, to enable them to serve for blending with other red-wines of other countries, so the greater part of the upper district is now planted with the class of vine to produce, as far as possible, that which is required by law.

10. The upper district is the new district?—It is the one which has

been gradually increasing for a number of years, and is called the Upper Corgo.

11. But with regard to the names by which those different wines are distinguished in Portugal, can you state them to the Committee?—They are only distinguished at the present time by the general name of port.

12. Even in Portugal?—Even in Portugal.

13. Is there any distinction between white ports and red ports?—None, save and except in the names and qualities white and red.

14. Will you describe by their names the wines of other parts of Portugal in the exportation of which you have had any part?—The wines produced in Lisbon are, dry Lisbon and sweet Lisbon, Bucellas, Careavello, Termo, Lavradio, Colares, and three wines which I myself have introduced, viz. a Portuguese Hock, and Sparkling Estremadura, and Museadine.

15. Sir J. E. Tennent.] Was not the Bucellas originally a hock vine?—Yes; but that is lost in a great measure, and I have endeavoured to restore the original flavour of hock as far as possible.

16. Chairman.] Do the terms *dry* and *sweet* Lisbon wines include the varieties grown in the neighbourhood, such as Palmella, Inglezinhos, and so on?—No, but these are produced in such small quantity that they are not known as wines that are exported at all.

17. But the bulk of your trade consists in the wines of the north, port-wines?—Yes, decidedly so.

18. Your attention has of course been directed to the existing rates of duty in the two countries, levied here on the importation, and levied there on the exportation of wines?—For many years I have been myself not only interested, but most actively engaged in informing myself upon those subjects, and in endeavouring to get rid of the abuses which exist in that particular respect abroad.

19. Are you of opinion that the existing duty of 5s. 9d. per imperial gallon upon every description of foreign wine is a fair politick rate of duty, or if not, will you state in what respect you conceive it to be objectionable?—I think, setting revenue aside altogether, if I may be allowed to offer an opinion, it is highly impolitick that such a duty should remain, inasmuch as fine, beautiful, and excellent wines at a low duty might be introduced into this country, by which the consumption would be materially increased.

20. Do you think, then, that the duty is too high for the value of the wines on which it is imposed?—Most decidedly, to the extent sometimes of 300 per cent.

21. Beginning with the most highly priced wines, are you of opinion



that it is too high even in respect of those wines?—No, I am not of opinion that there the difference would be felt.

22. What is the value of a pipe of port-wine, for instance, in Oporto, and what is the amount of the duty on a pipe of port, at the rate of 5s. 9d. per gallon?—A pipe of port-wine in the hands of the farmer in its crude state varies from £5 sterling to £17 at the present moment.

23. Is that the natural value of the port-wine?—The value of the simple juice of the grape in its crude state in the hands of the farmer, consequently the proportion is that between £33, the duty, and the £17 or £5, the value of the wine.

24. When it is in a condition for exportation what is its value then?—According to the expenses incurred in its treatment.

25. Take first of all a pipe of port unsophisticated, and yet in a state fit for exportation to this country, what would be, in your own judgment, its average value, independently of any artificial causes that may tend to enhance its value?—Taking as a basis that the finest wines in their crude state cost £17, before those wines can be loaded to Oporto the expense of the freights and other matters must be added, to the extent of £3, which therefore amounts to £20. If the wine be unsophisticated, as a matter of course by law that wine is not permitted to come to this market; the law distinctly prohibits its being shipped thence; as the wine is intended by the merchant for this market, he purchases from one whose wines have been allowed a permit, and with that permit substitutes his unsophisticated wine, and loads that down to his stores at Oporto, which increases the cost to £3 more; then the leakage and interest of money and two years' expenses (for the wine is hardly fit to ship under two years old) must be at least 20 per cent. upon the original outlay, which raises the price from the £23 to £27 at least, without reference to the ordinary expenses, and those profits which men naturally expect for having employed their talent and capital in the business.

26. Then do I understand that even upon the highest-priced wines coming from Oporto the duty of 5s. 9d. a gallon, being £33 a pipe, is something more than cent. per cent. upon the value?—Exactly so.

27. Do you consider that too high a rate to impose even on wines of that quality?—Yes, I really do.

28. Now, coming to the lower-priced wines, which you say in the approved state may be produced for £5 a pipe, or, taking the average between those wines and the highest-priced wines, which would be the wines say of £11 or £12 a pipe; you are of course of opinion that the

duty is much too high in regard to those wines, bearing as it does a much higher per-centage upon the value of the wine?—I consider it excessively so.

29. Will you state whether, independently of any regulation there, the amount of duty levied here tends to deter wine-growers or wine-exporters from bringing any and which of those wines into our market at all?—Decidedly so; and the lower character of port-wine and Lisbon cannot come here in consequence of those high duties.

30. And those lower-priced wines are the delicious wines of the Burgundy and claret character of which you have spoken?—Yes, the port-wines are so, in a great measure.

31. Are you familiar with the wine-trade between Great-Britain and other countries not being situate on the Peninsula?—I would rather not enter into those subjects. I do not consider myself sufficiently informed upon them to discuss them in this metropolis, where half the merchants understand the matter much better than I do.

32. In what way does it appear to you that the excessive rate of duty existing here tends to drive other wines out of the market, and secure the market by a monopoly to the high-priced wines?—If the wines to which I refer of a low character, but pure wines, were introduced, a new market would be raised immediately, and new consumers would be provided for those wines, and I think an immense number of thousands of pipes, altogether of a character unknown in this country at the present moment, would be then consumed.

33. If the high rate of duty keeps out the low-priced wines, why does not it equally keep out the high-priced wines, or does it in your opinion encourage a taste for high-priced wines?—It does not encourage the taste, but there is always a taste and a price for the luxury which the consumer will pay, and the high rate of duty is not felt on wines of high value.

34. Do you find that whilst the cheap wines have had difficulty to maintain themselves in the market, the others have suffered no injury in the market under the present rate of duty?—Yes; I think they have suffered very great injury, because in the ratio of the increased population the consumption is rather diminished than increased.

35. Do you think then that the injury to the sale of the high-priced wines is equal to that which has resulted to the low-priced wines?—No, I do not.

36. How do you account for that?—From the simple circumstance that, as a luxury, a certain quantity of pipes of wine will be consumed.

37. Is that understood in Portugal, as far as you know, by the grower and Government there?—So much so, that during my repeated attempts to get rid of the abuses of the monopoly existing in Portugal, the answer has been given, that British subjects cannot possibly live without port-wine; that British subjects do not like a cheap article, and therefore they must pay for it; and hence they consider that whether the duties there be lowered or not, the British consumer will always continue to pay a high price for his wines, and that they, the growers, confer upon him a very great favour in allowing him to have so many thousand pipes a year selected for his especial use.

38. Do those regulations of which you have spoken apply to England alone, or do they extend to other countries?—They apply mainly to England, but not to England alone, inasmuch as in order to avoid making that odious distinction, the law makes use of the words “to ports in Europe,” it being notorious that as one-half of Europe is the great wine-growing country, and England the only country to consume those wines to any extent, the blow is aimed at Great-Britain.

39. Then if the duty were materially reduced, do you think it would be possible for the Portuguese Government to impose the same restrictions upon their Portuguese wines which they have been so successful, according to you, in imposing upon the exporting of those port-wines, with the view of deriving an increased revenue from the wines, which under a low rate of duty would be exported, and are not now exported?—Certainly not; the thing must fall to the ground of itself.

40. Will you explain how?—From the simple circumstance that the abuses as they exist at present, and which are principally aimed against the British consumer, must, as a matter of necessity, from the actual reclamations of the Portuguese subjects themselves upon their own Government, fall to the ground; the obstacles, I feel convinced, will be got rid of by the Government itself; and I had the assurance of His Grace the Duke of Saldanha, President of the Council of Ministers, only a few days ago, that when the new treaty was entered into, one of the main points which they themselves (the Government) would take up, as a matter of political economy, would be materially to abate, if not altogether to get rid of, all those abuses to which I have referred.

41. But, according to you, it was also stated by the Portuguese Government, as long as England carried on its existing rate of duty on Portuguese wines, they would meet that with a countervailing rate on the exportation?—I do not think that that was the expression at all; but that there was no necessity to reduce the duty on the export



of port-wines as long as the enormous duty continued to be levied by Great-Britain upon wines generally.

42. That is, if we laid on a heavy import-duty they would lay on a heavy export-duty?—No, that was not what it amounted to; but that it was no use taking off the existing duties on the exports as long as the heavy duties imposed by the British Government on port-wines existed; that was what I wished to convey.

43. How do you separate the operation of the export-duties from the operation of the import-duties in determining the great question, whether the one or the other be ruinous to the Portuguese wine-trade?—The import-duties, that is to say, the British duties, have checked, and I may say paralysed, the exportation of the best wines, as we see from the different statisticks which I hold in my hand, from the first pipe of port-wine shipped in the year 1678 to the 1st of January, 1852, which show the following peculiarities, and which certainly deserve attention. In the first 10 years there were but 600 pipes shipped per annum; progressively in 70 years the exportation arose to 17,000 pipes; then in the year 1757 (when the Company was established), to the year 1833 (when it was abolished), the average of the 77 years was exactly 33,300 pipes. This is a resumé year by year, and here are all the particulars. Now the singularity is this, that port-wine fell off about 2000 pipes a year after the Company was abolished, and then when the new Company was established in 1843 to the present time of 1851, or nine years, the average again was 33,300 pipes, the same as during the old Company's existence.

[*The Witness delivered in the following Return:*]

*Peculiarities deserving attention in the Statistical Accounts of the Rise and Progress of the Port-Wine Trade.*

From 1678 to 1687 (10 years) . . .	632 pipes were the annual export.
From 1688 to 1707 (20 years), about	7,000 pipes per annum.
From 1708 to 1717 (10 years) . . .	9,644 pipes „
From 1718 to 1757 (or 40 years), about	17,000 pipes „
From 1757 to 1833 (or 77 years), about	33,300 pipes „
From 1834 to 1842 (or 9 years) . .	31,894 pipes „
From 1843 to 1850 (or 8 years) . .	33,333 pipes „
Last year (1851) . . . . .	32,947 pipes „
In 1734 the exportation was . . .	24,529 pipes.
In 1843 (or 100 years after) . . only	26,400 pipes were exported.
From 1838 to 1842 . . . . .	48,015 pipes per annum were allowed to come to Europe.
From 1843 to 1848 . . . . .	12,666 pipes only were set aside each year for European consumers, <i>i. e.</i> British.

44. Were those documents prepared by yourself?—By myself, from original documents I have been collecting for 22 years.

45. Would you wish to give them in?—I give them in as a portion of my evidence, having been carefully copied by myself from the original documents.

[*The Witness delivered in the same, which are as follow:*]

(A.)

*Total Annual Exportation of Port-Wine from the commencement of this commerce in 1678 to the establishment of the Oporto Wine-Company Monopoly in 1756.*

1678	408	1698	8,003	1718	19,218	1738	17,429
1679	1,610	1699	6,254	1719	15,605	1739	17,163
1680	716	1700	7,287	1720	15,557	1740	13,852
1681	142	1701	6,144	1721	19,540	1741	23,571
1682	700	1702	3,930	1722	18,397	1742	20,491
1683	1,251	1703	7,567	1723	17,321	1743	24,529
1684	538	1704	10,078	1724	21,333	1744	19,521
1685	393	1705	6,188	1725	21,805	1745	11,994
1686	253	1706	5,732	1726	10,153	1746	17,593
1687	315	1707	10,706	1727	17,999	1747	19,420
1688	1,096	1708	7,419	1728	25,870	1748	19,337
1689	1,730	1709	8,406	1729	22,071	1749	22,738
1690	4,988	1710	8,994	1730	13,710	1750	14,587
1691	4,712	1711	9,072	1731	20,808	1751	17,296
1692	12,465	1712	6,949	1732	15,702	1752	13,224
1693	13,011	1713	11,705	1733	16,625	1753	21,107
1694	10,514	1714	10,757	1734	17,771	1754	13,820
1695	9,221	1715	8,807	1735	19,584	1755	12,869
1696	10,295	1716	13,990	1736	18,370	1756	12,211
1697	8,650	1717	10,345	1737	21,830	—	—

*Recapitulation.*

1678 to 1687	. . .	10 years	. . .	632 pipes per annum.
1688 — 1697	. . .	10	” . . .	7,668 ” ”
1698 — 1707	. . .	10	” . . .	7,188 ” ”
1708 — 1717	. . .	10	” . . .	9,644 ” ”
1718 — 1727	. . .	10	” . . .	17,692 ” ”
1728 — 1737	. . .	10	” . . .	19,234 ” ”
1738 — 1747	. . .	10	” . . .	18,556 ” ”
1748 — 1756	. . .	9	” . . .	16,354 ” ”

## (B.)

*Exportation of Port-Wine from 1757 to 1833, or during the existence of the Oporto Wine-Company Monopoly.*

Years.	To Great-Britain and Ireland.	To the rest of the World.	Total Pipes.	Years.	To Great-Britain and Ireland.	To the rest of the World.	Total Pipes.
1757	..	..	12,488	1796	35,763	4,621	40,384
1758	..	..	17,327	1797	19,426	19,565	38,991
1759	..	..	19,425	1798	51,421	21,075	72,496
1760	..	..	21,290	1799	48,859	9,882	58,741
1761	..	..	18,281	1800	52,453	3,617	56,070
1762	..	..	27,085	1801	58,807	8,048	66,855
1763	..	..	12,242				
1764	..	..	17,186	1802	35,504	9,104	44,608
				1803	52,409	3,166	55,575
1765	..	..	19,534	1804	26,216	10,829	37,045
1766	..	..	21,272	1805	32,750	10,869	43,619
1767	..	..	20,242	1806	38,122	7,138	45,260
1768	..	..	22,471	1807	48,333	6,385	54,718
1769	..	..	22,922				
1770	..	..	16,469	1808	22,673	17,534	40,207
1771	..	..	22,363	1809	42,436	2,716	45,152
1772	..	..	20,358	1810	40,498	1,651	42,149
1773	..	..	20,130	1811	18,378	5,811	24,189
1774	..	..	23,214	1812	22,647	1,175	23,822
				1813	21,124	4,037	25,161
1775	..	..	24,013	1814	24,452	4,216	28,668
1776	..	..	22,620	1815	31,670	6,070	37,740
1777	..	..	26,870	1816	15,515	9,657	25,172
1778	..	..	23,890	1817	26,526	5,218	31,744
1779	29,318	7,245	36,563	1818	32,581	5,071	37,652
1780	26,727	8,334	35,061	1819	19,253	7,134	26,387
1781	19,803	7,136	26,939				
1782	23,960	9,414	33,374	1820	22,136	9,575	31,711
1783	18,014	10,166	28,180	1821	23,442	9,020	32,462
1784	21,795	6,468	28,263	1822	27,323	10,590	37,913
				1823	22,067	8,003	30,070
1785	23,231	8,225	31,456	1824	20,076	8,816	28,892
1786	24,698	5,706	30,404	1825	40,367	11,572	51,939
1787	32,124	11,772	43,896				
1788	35,736	6,672	42,408	1826	18,262	8,761	27,023
1789	38,458	7,444	45,902	1827	24,343	10,539	34,882
1790	44,933	5,143	50,076	1828	27,992	13,628	41,620
1791	43,929	3,565	47,494	1829	17,931	7,726	25,657
1792	53,764	4,578	58,342	1830	19,173	5,016	24,189
1793	29,504	3,291	32,795	1831	20,295	2,531	22,826
1794	49,063	7,144	56,207	1832	13,722	3,013	16,735
1795	49,981	5,930	55,911	1833	19,571	1,238	20,809



*Recapitulation of the Exportation of Port-Wine from 1757 to 1833, being a period of 77 Years under the Oporto Wine-Company Monopoly.*

	Total.	Average.
To Great-Britain and Ireland . . .	2,151,246	27,938 per annum.
To the rest of the World . . .	412,850	5,362 "
Pipes . . .	2,564,096	33,300 "

(C.)

*Exportation of Port-Wine from 1834 to 1842, during the absence of Restrictions.*

Years.	To Great-Britain and Ireland.	To the Continent of Europe.	To Countries out of Europe.	Total.
1834 . . .	28,321	1,134	1,903	31,358
1835 . . .	32,621	2,173	3,674	38,468
1836 . . .	30,249	1,033	2,003	33,285
1837 . . .	21,110	837	3,835	25,782
1838 . . .	26,196	1,528	10,251	37,975
1839 . . .	26,196	928	6,081	33,205
1840 . . .	25,900	1,446	5,844	33,190
1841 . . .	21,077	1,409	3,869	26,355
1842 . . .	21,799	1,492	4,140	27,431
Pipes . . .	233,469	11,980	41,600	287,049

*Recapitulation. From 1834 to 1842.—Nine Years.*

	Total.	Average.
To Great-Britain . . . . .	233,469	25,941 per annum.
To the Continent of Europe . . . . .	11,980	1,331 "
To the rest of the World . . . . .	41,600	4,622 "
Pipes . . . . .	287,049	31,894 "

(D.)

*Exportation of Port-Wine from 1843 to 1851, during the Monopoly of the New Wine Company.*

Years.	To Great-Britain and Ireland.	To the Continent of Europe.	To Countries out of Europe.	Total.
1843 . . .	21,296	1,482	3,622	26,400
1844 . . .	25,493	1,804	6,649	33,946
1845 . . .	21,872	1,592	7,325	30,789
1846 . . .	21,065	1,559	6,858	29,482
1847 . . .	23,354	1,428	5,842	30,624
1848 . . .	21,961	1,856	12,953	36,770
1849 . . .	24,525	3,671	13,392	41,588
1850 . . .	25,400	2,260	9,827	37,487
1851 . . .	20,780	1,598	10,569	32,947
Pipes . . .	205,746	17,250	77,037	300,033
1852 . . .	19,224	1,753	9,752	31,729

*Recapitulation. From 1843 to 1851.—Nine Years.*

	Total.	Average.
To Great-Britain . . . . .	205,746	22,861
To the Continent of Europe . . . . .	17,250	1,917
To the rest of the World . . . . .	77,037	8,559
Pipes . . . . .	300,033	33,337

(E.)

*Annual Production of Port-Wine from the year 1772 to that of 1851, both inclusive.*

Years.	Production.	Years.	Production.	Years.	Production.
1772 .	36,407	1799 .	64,251	1826 .	71,310
1773 .	23,745	1800 .	72,484	1827 .	69,720
1774 .	23,066	1801 .	71,658	1828 .	69,611
1775 .	25,911	1802 .	46,263	1829 .	64,246
1776 .	29,627	1803 .	73,430	1830 .	54,483
1777 .	27,210	1804 .	76,655	1831 .	57,998
1778 .	32,856	1805 .	76,350	1832 .	69,005
1779 .	38,684	1806 .	57,869	1833 .	70,217
1780 .	34,483	1807 .	54,707	1834 .	No register.
1781 .	26,730	1808 .	56,524	1835 .	ditto.
1782 .	27,221	1809 .	38,633	1836 .	ditto.
1783 .	33,279	1810 .	36,250	1837 .	ditto.
1784 .	25,425	1811 .	42,663	1838 .	67,419
1785 .	38,481	1812 .	55,913	1839 .	65,619
1786 .	31,479	1813 .	64,731	1840 .	79,263
1787 .	32,187	1814 .	70,143	1841 .	87,189
1788 .	53,840	1815 .	56,691	1842 .	79,637
1789 .	44,673	1816 .	51,949	1843 .	83,088
1790 .	41,223	1817 .	37,006	1844 .	70,827
1791 .	48,119	1818 .	53,716	1845 .	76,712
1792 .	53,995	1819 .	74,905	1846 .	110,059
1793 .	56,523	1820 .	70,828	1847 .	100,067
1794 .	68,844	1821 .	74,412	1848 .	111,349
1795 .	66,103	1822 .	88,297	1849 .	67,628 *
1796 .	68,274	1823 .	72,002	1850 .	85,344 *
1797 .	56,271	1824 .	64,893	1851 .	94,123 <sup>1</sup> *
1798 .	55,716	1825 .	88,197		

\* These were the amounts submitted to the tasters.

*Note.*—In 1852 the production was 92,050 pipes.

*Recapitulation of the Average Production of Port-Wine from 1772 to 1851, showing an extraordinary increase of that production in the years 1846 to 1848.*

Years.	Number of Years.	Average Pipes per Year.	Years.	Number of Years.	Average Pipes per Year.
1772 to 1781	10	29,871	1832 to 1833	2	69,611
1782 to 1791	10	37,592	1834 to 1837	4	No register.
1792 to 1801	10	63,412	1838 to 1842	5	75,825
1802 to 1811	10	55,934	1843 to 1845	3	76,875
1812 to 1821	10	61,029	1846 to 1848	3	107,158
1822 to 1831	10	70,076	1849 to 1851	3	82,365



46. Do I understand you to say that the continuance of our existing wine-duties operates as an encouragement to the Portuguese to maintain theirs?—Most decidedly.

47. You are of opinion that it tends to produce a taste, or to keep alive a taste, for artificially priced wines?—Certainly.

48. Do you think that the partial repeal of those duties, that is, the simple reduction of these duties to a commensurate rate, would tend to conquer that growing taste for artificially priced wines, and encourage a contrary taste among our people, and increase the consumption of wines generally. I speak now of our own duty?—There is a class of consumers whom I consider would pay and continue to pay the same rates of duties and the same price for wines as at present, as an article of luxury. I do not consider that amongst that class there would be any great increase, unless from the extraordinary quality and cheapness of those present low-priced wines, but pure and undeteriorated wines, and that they should also wish to drink the simple wines at their table. But as regards the general consumer, with the particular wine to which I have referred, I should say that the consumption would increase very considerably.

49. Are you prepared to say to what extent it would be necessary to reduce our existing duties, in order to produce those desirable results?—My opinion in this respect is very peculiar. I think that half-measures would do no good whatever; that the revenue would be great losers if one-half the duties were to be taken off, for no one would apparently be benefited. Still the rate of duty would be a luxury duty, whereas if it were reduced to 1s. it would then become a matter not of luxury, but a matter of necessity, and almost everybody then, I think, would drink wine, and almost every one then could afford to drink it; so that I feel convinced the consumption in port-wine especially would increase seven-fold.

50. Are you able to state in what way the Portuguese Government have taken advantage of this artificial taste so generated, and whether they have shaped their own legislation on this subject in such a manner as to take advantage of it?—They decidedly have done so, and done so, in my humble opinion, for the sole purpose of keeping up monopoly.

51. Will you detail the manner in which they have legislated on the subject, and specify the different rates of duty which they have laid on, or the total amount of charge which they have imposed on the wine from the time it leaves the grape to the time it leaves their shores?—By the original law the sum of 12 mil-reis was imposed as an export-duty on all wines sent to Europe, and yet they imposed seven per cent.

additional, and a second addition of five per cent., with another of three per cent. to pay the salaries of the Custom-House clerks, and a further addition of ten per cent. for the loss on Government paper: the 12 mil-reis thus swell into the sum of 15 mil. 190 reis, or £3. 8s. 4d. instead of about £2. 18s. These are the duties on the wines to Great-Britain and to the rest of Europe, of which one-half is a bonus awarded for the support and maintenance of the Royal Wine-Company monopoly. But in addition to this amount, as I have before stated, there is a *bilhette* (permit) which must be taken into consideration, but that money does not go into the Portuguese treasury. Now the duties to America, Asia, Africa, Australia, and to every country out of Europe, is only 100 reis, or less than 5d., with the additional impost of seven per cent. and five per cent., as above. The sum total therefore paid on those wines, identically of the same character indeed, is 6d. per pipe, and no more duties are paid, and there are no imposts whatever, and no permits are requisite! The Americans pay 6d. on the pipe of wine, and the British subject pays imposts and duties of upwards of £6. I am personally responsible for these statistical statements, for, unfortunately, my house has been obliged to pay many thousand pounds in the shipment of wine for England under the high duty.

[*The Witness delivered in the same, which are as follow:*]

*Duties levied by the Portuguese Government on all Port-Wine exported to Great-Britain and the rest of Europe.*

	Rs. \$
Duty as per tariff . . . . .	12
New impost, 7 per cent. . . . .	- 840
	<hr/>
	12 840
Extra impost of 5 per cent. . . . .	- 642
	<hr/>
	13 482
Impost for Custom-House officers' salaries, 3 per cent. on \$ 12 . . . . .	- 360
Impost of 10 per cent. for the loss on Government paper . . . . .	1 348
	<hr/>
	Rs. 15 190
	at 54d. = £3. 8s. 4d.

*The only Duties levied by the Portuguese Government on Port-Wine exported to America, Asia, Africa, Australia, and to every other Country out of Europe.*

	Rs.	\$
Duty as per tariff . . . . .	-	100
New impost, 7 per cent. . . . .	-	007
	-----	
Extra 5 per cent. . . . .	-	107
Impost for Custom-House officers' salaries . . . . .	-	005
	-	003
	-----	
	Rs. -	115
	at 5 <i>d.</i> = 6 <i>d.</i>	

52. Those duties continue to be levied since the treaty of 1842, do they not?—The duties certainly; but I cannot recollect whether all those additional matters of five per cent. and other rates then existed or not; I cannot recollect the dates in which those different imposts of five per cent. and three per cent., and so on, and ten per cent., were laid on.

53. My question is, are these duties and charges still existing?—Certainly.

54. Notwithstanding that the treaty of July, 1842, by Article 4, stipulates “that no duty, restriction, or prohibition shall be imposed upon the importation and exportation from one country to the other of the goods and produce of each, which shall not be imposed upon goods of the same kind when imported from or exported to any other country?”—Yes.

55. You have stated all the regulations I believe that have reference to charges; are there any governmental regulations on the subject of the growth and manipulation and exportation of wines, which relate to this branch of the subject?—Very many.

56. In other words, are there any regulations of the kind which I have described that in your opinion are referable to the policy which you impute to the Portuguese Government, of wishing to maintain a taste for artificially priced wines in this country, and to make their profit of the same?—Yes, certainly.

57. Will you state what those regulations are?—Yes; the farmer is now free to cultivate his ground without any restriction whatever; the merchant may purchase his grapes, and make the wines according to the quality and character that he may consider requisite for his business; but no sooner are the wines housed, no sooner has the farmer to feel



grateful to Providence for an abundant harvest, than the Wine Companies' tasters flock up to the Alto-Douro in a shoal, pounce down upon his property, sample every one of his large vats, mark and number those samples, (and too often for half-a-crown any quality of wine in any bottle might be substituted for those samples;) and then the tasters are congregated in a large room where smoking and other little amusements of the kind, if not permitted, are certainly tolerated, and there, one after the other, the samples are only too often submitted to the judgment of those men, many of whom have no knowledge whatever of wine, much less of wine five or six weeks old. There is a mixture there called Jeropiga, which is considered a generous *wine* full of flavour, high colour, and body, but which is a mere adulteration, used for bringing up character in ports: this is indiscriminately tasted with the simplest wines from those lower districts (of the Burgundy character to which I have alluded), and consequently after a party has been tasting this extraordinary syrup, this confection, this compound, it is impossible that those tasters can exercise any judgment, even if they possessed it, in selecting the qualities of wine, as they are bound to do by law, of only four kinds. The first quality, which ought to be the best, for Europe; the second, for ports out of Europe; the third, for consumption at home; and the fourth, refuse for distillation.

58. Will you have the goodness to say how jeropiga is made; what are the ingredients of it?—Jeropiga, of first-rate quality, is composed of two-thirds must or grape juice and one-third spirit; that is, brandy distilled from port-wine, and which brandy or spirit is about 20 per cent. above British proof; then sweetening matter in every variety and elder-berry dye is administered for the purpose of colouring it and giving it a body. This judicious mixture, then, is principally employed to gratify the taste of our Transatlantic brethren, as it makes capital negus, and there is little or nothing more requisite in the compound of negus when this is used, save and except hot water, for it requires no sugar; there is plenty of body and abundance of colour, and therefore a very little jeropiga goes a great way: it is occasionally used for lower class wines sent to this country; but I beg distinctly to state, and I wish it may be so understood, that I believe there is no other country in the world except America that receives it to any extent under the name of jeropiga, nor even under that of "pure juice;" and in America it is sold notoriously as such, and fetches about double the price of the wine.

59. In America it sells for jeropiga; in England does it sell for port?—No, it is not exported to this country to any extent; it has been used in making up low wines formerly, when there was a great desire in this market to compete with the red-wines of other countries; then it was

made use of. At the present moment no such thing can profitably be made use of, as its cost is far beyond the expense of pure wine.

60. You were proceeding with your statement on the subject of the Government regulations; will you continue that subject?—I was mentioning the qualities of wine into which the tasters classify port-wines, whether made by the farmers or by private individuals. The first quality must have *para si e para dar*, or *para beneficiar outros*; in other words, they must possess qualities more than enough for themselves, (that is, body, flavour, colour, and richness to spare,) for the purpose of doctoring other wines; such are the words of the law, or regulation.

61. Does that mean other wines in general, or other wines of Portugal?—No, it is an *off-hand* regulation on the part of the Oporto Wine-Company, sanctioned by the Portuguese Government, who consider literally that port-wines are not known or drunk as port-wines, but really are used simply for making up artificial wines in England. The second quality is designated as wine *que tem para si, só*; that is, it must be a beautiful, pure, simple, unloaded wine; but as it will not serve for a doctor, or for blending or *cutting* with other red-wines, it is not allowed to be shipped to this country at all, nor to any port in Europe. The third quality is a simple light wine, *que nem para si tem*; that is, not enough for itself, with little body and colour, but which is admirably adapted for table-drinking, off-draught, and may be shipped with little or no brandy at a very cheap rate. As a proof of this fact, as well as of the disinterestedness of the Portuguese Government with reference to these judicious selections of qualities, I may mention that this is the only wine used to any extent, from royalty to the peasant, in Portugal.

62. And yet it is classified in the third place, and for home consumption alone?—Yes, for home consumption alone. No country in the world by law is allowed to taste that beautiful, racy, exhilarating, health-inspiring wine.

63. Not even in America?—No; not even in America. That is the third quality, and it is not allowed to be exported by the bar of the Douro. This observation, as to the shipment of the third quality of wine, only has reference to the supposed fact that the restrictions of the monopoly will cease, and then when the trade is thrown open all wines indiscriminately may be exported. The fourth quality is termed *refugo*, or refuse, which is generally set aside for distillation. From these classifications it is evident that no pure wine is by law allowed to be exported to this country, or to any country in Europe; yet, as a matter of course, the generality of Oporto exporters, as men of honour, cannot

help getting rid of these shackles; they will not stoop to carry on a trade in adulterations, and they are therefore driven from sheer necessity to act the part of common smugglers, and to take one of these documents (billette, or permit,) representing first quality, (but which literally ought to be in the refuse,) and under its authority bring down and load their wines to Great-Britain. Hence it is that a great quantity of beautiful port-wines, as a matter of course, continue to come, but at the increased rate of the price of the billette in addition to the duties.

64. Does the Government also fix the quantity as it determines the quality of the wine which it suffers to be exported?—Most certainly.

65. Do you happen to know what the total produce of the vintage was in 1851; and do you know how much of that, specifying the classes, was allowed by the Government to be exported to this country?—Yes; in 1851 there were 94,123½ pipes produced and submitted to the tasters. Of those the tasters classified as first quality 41,403 pipes, when, in order to raise the value of the wines and to keep down deposits, the Government decreed that only 20,000 pipes should be exported to ports in Europe; consequently, as although in the second quality 18,472 pipes had been set aside for exportation to ports out of Europe, the 21,403 pipes originally allowed as first class, in addition to the 20,000 pipes, are now degraded to the rank of second quality, making therefore a total of not less than 39,876 pipes of beautiful wine, (if the word may be used with reference to any of the qualifications that may be sent to ports out of Europe,) while the total consumption for half a century has little passed 5000 pipes a year.

66. You have said that, notwithstanding these pernicious regulations, it is possible to export good wines from Portugal by paying for billettes, which permit the exportation; do you mean to say that is done by bribery; that the billettes so granted are not granted according to the letter of the regulation in question?—Billettes are certainly granted according to the letter, but other wine is substituted for them, according to the respective markets.

67. In other words, that if the regulation is strictly obeyed, this exportation is impossible; but when the regulation is evaded, then good wine may come in?—It is; but the regulations are positively and absolutely evaded by every merchant in the trade, otherwise they could not ship pure wine.

68. Then the billettes so granted are granted by the officers in known evasions of the law; is any money paid to them?—No; the billettes are granted for a specific wine, black, strong, and sweet, according to the law. I apply to the owner of that permit or billette, and I ask him what he will sell me such permit for; we agree to £3,





and I publickly purchase it in the market as I would a bank share, or a railway bond, or serip. We all, I am willing to believe, row in the same boat, and act in the same manner; every man wishing to be a man of honour, and not to defraud his customers, must purchase false permits. We substitute our beautiful wine made by ourselves, in place of the so-styled first quality, and under the false permits bring down our wines to Oporto, and then we have no difficulty in shipping them to England.

69. Then you have to add to the other expenses you have enumerated the amount which you pay for the permit?—Yes, the bilhette £3, or thereabouts.

70. Is that included in the account already given in?—Yes, that is included in the account already given in.

71. But if you obtained the bilhette in the way you describe from the farmer, you would pay more to him than you would pay to the Government?—The Government receives nothing whatever for permits, these documents are granted by the Companies' agents. The Wine Company was the originator of this system, and it is that body who grants permits.

72. Do you pay the £3 to the provador, or to the man who has obtained it from the provador?—To the farmer who has obtained the bilhette in qualification of his wine, and from whom I purchase it.

73. What does he pay to the provador?—Nothing. It is the qualification by law that first, second, third, and fourth qualities do exist.

74. Mr. Mullings.] Is the Company there aware of these practices being carried on by means of these permits?—Fully so; they are done openly; and, as I before said, in the same way as a sale of railway serip.

75. Chairman.] You say that the qualities which place the wine in the first class are blackness, sweetness, and strength; are those the genuine qualities of port-wine?—They are certainly not the general qualities.

76. Will you describe the port-wine from its growth to the period of exportation, specifying what are the manipulations by which its general qualities being lost, it acquires those of blackness, sweetness, and strength?—There are a great variety of grapes grown in the country; some are a light and delicate grape, naturally producing an equally light and delicate wine. Those wines I have already described in the district called the Lower Corgo. In the upper country, or above that river, the soil is exceedingly different; the aspect also changes; there is but little depth of soil, consequently those wines superabound in saccharine, and

are deficient in water ; the result being therefore that such wines, when judiciously selected, well made and fermented as far as it is possible, (where no radical defect exists in the grapes,) are of full body, high flavour, and very deep colour, but certainly not black, nor strong, although possessing a quantity of alcohol generated from the saccharine naturally existing in the grape. These, from their exposure and the nature of the *caste*, as it is termed, of the grapes, vary in character from the wine deep in colour as well as in astringency, but without much flavour, into a wine full of flavour as well as deep in colour and full of body. These wines have latterly and truly been considered as the type of first quality ; but as the law distinctly states that they must have qualities more than nature will allow them to possess, hence it is that those adulterations are resorted to, to produce that which nature denies them. These very fine wines, therefore, are made by speculators or parties anxious in Portugal to make their fortune by speculating in the *bilhettes* (for it is a speculation, to get the wines shipped in first quality). It is quite usual for a man to reason thus, " My *billette* may be worth £3, and if I expend £1 in the purchase of elder-berry, I shall give the additional colour the law requires, *ergo* I will use my *billette* and gain £2." From this system the exporting merchants and principally the British merchants, most of whom I believe are really worthy specimens of our country, disgusted beyond measure by these extraordinary abuses, and the mode in which they are practised and carried out—have now, in self-defence, been compelled to purchase grapes themselves, to lease farms, and even to purchase estates, and endeavour as much as possible to get the grapes into their own hands, so that they may know that they can supply the British consumer with pure wine. This system is now practised to a great extent, and it is quite a rare circumstance for any British house to confine its purchases direct from the farmer. Most houses, now finding that it is substantially necessary to prevent sacrificing their credit as men of honour, and shipping an adulterated wine, go at once to the farmer and purchase his grapes. The qualities I have mentioned relate solely to the grape, and have reference to the natural colour. Colour from the grape may be extracted to a very great extent, according to the manipulation of the wine-colouring matter existing in the husk, and not in the juice ; and if the wine be perfectly fermented, as a matter of course decomposition of the husk takes place with the juice of the grape, and the whole fermenting in a mass, the colouring matter is extracted. From the character of the grape in the upper country, where the cultivation of the vine is carried on to a great extent and at an enormous expense, and the highest priced wines in consequence of that expense are produced,

there is no necessity for additional colouring matter if this simple system of fermentation be carried out in perfection; but in order to produce the other two qualities, namely, the strength and sweetness, the fermentation is sometimes, and very frequently, checked; by which, as the wine is not properly attenuated, the saccharine is not converted into its proper alcohol, and the residue of this unconverted saccharine remains suspended in the imperfect wine; and hence, to prevent a reaction, when the deposit takes place, brandy must be thrown into it to prevent that reaction, as well as to give it the strength and the body that is ordained by law: if any further colouring matter be absolutely requisite by the speculator, I would not suppose by the merchant, (for the merchants generally do not like, unless they are obliged, to sell very common wines, and do not like to have recourse to these practices,) then the elder-berry is, I believe, the only dye made use of in the country, and costs an enormous sum of money. The sweetness arises from the checked fermentation; the strength from the addition of spirit; and the colouring matter from the grape is quite sufficient if allowed to have its fair course, but if not, it is communicated by elder-berry.

77. What is the proportion of brandy which is thrown into the wine before it is reported fit for exportation to England?—That depends entirely upon the character of the wine required by the shipper.

78. Take, for instance, the so-called prime quality, black, sweet, and strong?—The prime quality so termed, *id est*, black, sweet, and strong, —I have mentioned that the primest of that prime is jeropiga, and as one-third of jeropiga is necessary to produce that *most superior* quality, so according to the ratio of the addition of jeropiga will you obtain the result required.

79. How much of natural alcohol is there in a pipe of port, and how much is superadded?—As I have said before in regard to the super-addition, that must entirely depend upon the requisition of the consumer or the merchant. As regards the quantity of alcohol contained in port-wine, every vineyard almost produces a different quality, either as regards the saccharine or the abundance of water; so are the wines. Take them in this way; the wines of the light racy character, so often alluded to, will produce one pipe of brandy 20 per cent. above proof by the distillation of seven pipes and a half to eight pipes of that wine.

80. Is the brandy which is used to confer this property of strength, Portuguese brandy distilled from the refuse wine of the fourth class, of which you have spoken?—It is not generally distilled from that refuse wine, inasmuch as the cultivation even of that refuse wine in the wine-districts, properly so called, is so expensive, and the wine itself is so



adapted for common tavern use, that the parties prefer selling it to the taverns to distillation.

81. What is the brandy which is used for the purpose of mixture with the other elements of adulteration?—It is derived from wine grown without the line of demarcation of the district, the common ordinary wine, or *vin ordinaire* and *petit vin*. Nine pipes of this wine produce one pipe of spirit, which spirit is used in the preparation of port-wine.

82. Is that a very fine spirit?—It is delicious; I prefer it, when old, to the best Cognac I am acquainted with.

83. Is that cheap?—According to the abundance of the vintage.

84. Is it worth the while of those persons to adulterate wine in the way you have described, when they have to incur the expense of so large an admixture of additional spirit?—That depends again upon the year. I have known years when the wine has been so abundant in the outer district, or without the demarcation, that one pipe of brandy has cost less than one pipe of wine within the district.

85. In fine, you are of opinion that those bad practices are distinctly traceable to the Government regulations, and not at all to the disposition of the wine-growers in the north of Portugal to flood our markets with those adulterated drinks instead of the genuine article?—As to the wine-growers, upon the sincerity of their feelings on the subject I think I cannot rely; but most decidedly it is not by the wish or sanction of the exporters, in general.

86. Have you been in a position to ascertain the opinions of the exporters and the wine-growers on this subject?—Certainly.

87. You have said that the quantity of brandy in a pipe of port-wine depends upon the nature of the order for it. Now what is the minimum and what the maximum quantity of brandy in a pipe of port-wine when it reaches this market?—If the wine be perfectly fermented, as a matter of course one-half the proportion of spirit would be requisite; if it be not fully fermented, then double the proportion; if it be of the very light and simple character to which I have before referred, hardly any is requisite.

88. Will you state it in gallons?—The minimum?—There is no port-wine, to the best of my belief, comes to this country that has less brandy in it, that is to say, adventitious spirit, than half an almude (16 quart bottles), which is about 3 gallons to a pipe—but that is a very small per-centage; indeed the other wines, the richest of all that I have mentioned, (*viz.* the *jeropiga*.) is  $33\frac{1}{2}$  per cent.; and the heavy brandied rich wine, so denominated, cannot ever contain less than from 15 to 17 gallons to each pipe of 115 gallons.

89. Do you think that the natural spirit contained in the wine of the third class, which is the least brandied of the three, is sufficient to enable it to bear the voyage and change of climate for exportation to this country?—To any quarter of the world, or all round the world.

90. Is not there a general impression, in great houses especially, in London, that all wines coming to this country require to be brandied to a greater or less extent, under the impression that there is something in the atmosphere here which tends to the deterioration of wines not so brandied?—I think not, on those grounds; but I think that the taste is so peculiar, that were the wines to come with any other character they would be rejected.

91. If you were told, for instance, that a wine that would bear exporting to Java would not bear exporting to this country, that it would be deemed sour in the Thames, you would not agree in that opinion?—Certainly not: there is no port-wine produced that cannot be, and may not be shipped to any part of the world, and that will not keep for a certain time.

92. Particularly delicious wines, which are called port-wines, but the character of which is so different from what we understand by that name?—Those shipped to this country, and drunk off in draught, would keep as they keep in their own native country, for one, two, or three years, or if purified and bottled, would keep, as many of my own wines in Oporto do, without a single drop of brandy, and I have preserved them so for sixteen or seventeen years.

93. You stated in an earlier part of your examination that you had laboured for some years to obtain a repeal of those pernicious ordinances; were you assisted in this labour by any of the other merchants of Oporto, or by the Portuguese wine-growers themselves?—I can give the most direct answer to the question, and I shall endeavour to do so, without wishing in any way to act invidiously. I have been alone, with the exception of about 102 of the parishes of the Upper Douro, who felicitated with me, and returned me publick thanks, and sent me addresses by deputations, for my endeavours to rid them of the evils under which they were groaning:\* when everything apparently was proceeding favourably, a number of farmers, instigated principally by the Wine Company and by the Commercial Association, and several exporters, formed such a host against me, that all my publications were reviled against, and a public document was circulated far and wide containing words to this effect: “All the assertions made by Mr. Joseph James Forrester, stating that adulterations exist in the manipulation of

\* See Appendix, p. 227.

port-wines, and that elder-berry and such things are used in those adulterations, are false, vague, and unfounded." This has been my position for years; but my statements have been uttered and published simply and solely with an honourable feeling, and a desire to do justice to all men, and to preserve as much as possible the purity of the whole character and nature of port-wine. I am happy, however, now to say that those who have not yet done me justice individually, appear to be convinced of their error, being now united, and I would hope in all sincerity, to redeem the past; and a document is in the possession of Her Majesty's Secretary of State for Foreign Affairs, signed by a very great number of individuals, containing the names of all those who so warmly opposed me in former times, representing to his Lordship the exact state of affairs, how long they have continued, how grievous those burdens are, and praying for redress.

94. Do you mean the Portuguese Secretary of State?—The Portuguese Secretary of State and the English Secretary of State have these documents in their possession, I believe, at this time; for my representative at Oporto signed one of those papers respecting those duties, and the peculiar position in which British subjects are placed in regard to exporting port-wines.

95. Have you a copy of that document with you?—I have not, but I can produce copious extracts from the paper on a future occasion, if required.

96. Is that document signed by all the English merchants of Oporto?—By the majority.

97. And not one of those gentlemen assisted you on the former occasion of which you speak, when the 102 parishes of the Alto-Douro declared in favour of your views?—No; unfortunately, (or fortunately I may say now,) I held the high position of standing alone.

98. Those parishes, I apprehend, represented the wine-growers, did they not?—All within the demarcation of the wine-district.

99. In fact, then, at the period you speak of, the wine-growers and you laboured to obtain such an alteration of the law of Portugal as would enable you and them to supply the merchants in Oporto, and the public here, with proper port-wine?—Certainly; but I beg to add, in order that there may be no error or misapprehension on the subject, that we did then, and do still, have the means of shipping pure wine; but the desire that I had, and which mainly prompted me was, to get rid of this burden of the *bilhette*, and the numerous vexations of the restrictive system—vexations to me the more onerous, as it seldom, very seldom, fell, or is likely to fall, to my lot to be favoured with *bilhettes* of the so-termed first quality for my wines.



100. You continue to ship the wine, as you explained before, by an evasion of the ordinance which was intended to serve as an effectual prohibition of such exportation for all time to come?—Certainly.

101. Then when you said at an earlier passage of your examination that the merchants prefer to buy the grapes of the growers, and to make the wines themselves, you are to be understood to speak rather of the present time than of what has been the case formerly?—Certainly; for the simple reason that the merchants feel themselves more independent in so doing.

102. And that change of feeling on their part has been recent, inasmuch as at the period of which you spoke they were disposed to doubt the existence of the adulterations in question?—Yes, the time to which I refer as to the different changes; my observations were made from 1844 to the present time; my exertions date from that period; and their correspondence now, and those facts, and the date of their documents praying for redress, are from January of the present year.

103. Supposing the duty were reduced to 1s. a gallon here, and the Portuguese Government were led by the considerations to which you have adverted to give effect to our treaty rights, and to take away or materially reduce its own export duty, what do you think in that case would be the selling price of the wines you have last described in the London market, per dozen?—The wines to which I have referred being shipped in their earlier stage, and consequently without having incurred these heavy expenses already noted down, and placed in that accumulated calculation of the finer wines, might most assuredly be sold to the British consumer, so as to leave a few shillings profit to the exporter, and a handsome profit to pay the expenses of all the different channels through which it must pass, and might be sold here at 15*d.* a bottle.

104. Your opinion then is, that the respective qualities of the three classes of wines are to be estimated in just the inverse ratio to what they are estimated at by the Portuguese Government; in your opinion the most desirable wine is the third class wine; then the second; and the first class is the least desirable of the three?—Not exactly so; because I have already stated that the second quality is that *que tem para si, só*; or, in other words, it is a perfect wine, and requires no mixture with other wines, but in itself is the wine that is required, and that is the wine that is set apart for America, and the wine which I prefer.

105. The second?—The *second* is a wine which I ship, but I ship it as *first* under cover of the false permits.

106. At all events you think the first class is the worst?—Decidedly it is so, generally.

107. You have stated what in your opinion would be the effect on prices, and of course on consumption here, by the reduction of duties on both sides of the sea; what would be the effect on the consumption here if the reduction to 1*s.* a gallon import duty took place in this country, and no reduction whatever were made on the Portuguese duty, and no change in the other regulations to which you adverted?—I have already spoken generally on the subject of the effect in this country. I do not feel myself sufficiently competent to offer such information as might be considered of use with regard to the minutiae of the working of the thing in this country: it would be better to permit that others should be questioned on that subject, otherwise I should be most happy to enter into it myself on a future occasion.

108. You have stated that, in your opinion, prices would be gradually reduced by a reduction of the import duty to 1*s.* a gallon here, and the effect of the corresponding reduction, which that would lead to in regard to the export duties on the other side, and of other beneficial changes in the other regulations you have mentioned. Supposing Portugal did not follow our example, what in that event would, in your opinion, be the effect, on the consumption of Portuguese wines, of our reducing our import duties to 1*s.* a gallon?—I think it would be decidedly prejudicial to the revenue, inasmuch as I make it a *sine qua non*, that those export duties and imposts at Oporto and in the Alto-Douro shall be taken off; otherwise the wines referred to never could compete with the red-wines of other countries, and hence with that onus continuing upon the wine, it would make little or no difference in the consumption as regards port-wine in this country.

109. Supposing this reduction of duty were general on all wines, not Portuguese wines only, but on all foreign wines whatever, from 5*s.* 9*d.* a gallon, which it is now, to a duty of 1*s.* a gallon, and Portugal were so unwise as to maintain its existing laws,—what do you think then the effect would be, on the consumption of Portuguese wines, of that reduction of the import duty, having regard to the probability of its letting in a considerable quantity of good wine and cheap wine from other foreign countries to compete with the bad and hot wines of Portugal in our market?—I think I understand the question, and I hardly know how to vary my answer; but if the duties in Portugal be not taken off, I can only repeat what I said before, that I think decidedly the wines will not come to this country to an increased extent, inasmuch as they cannot compete with the low wines of other countries.

110. Is the soil of the Alto-Douro and the other wine-districts capable of producing any profitable commodity but wine?—A great

extent of the district known as the wine-country is not susceptible of any other cultivation.

111. Is it not a very thin and stony soil?—There is no soil except that which is caused by the effect of the atmosphere on the saturated schistous rock, which, bursting afterwards from the action of the sun, pulverizes, and forms the only soil upon which the wine grows.

112. Then if foreign countries took advantage of our reduced import duties, and poured their low-priced wines into our market, Portugal must choose between reducing her export duties and total exclusion from our market?—Completely so; or the whole of the port-trade would be sacrificed and at least one-third of the kingdom of Portugal ruined, and a great number of British merchants at Oporto.

113. Therefore, in your opinion, if, without waiting for any stipulations on the part of the Portuguese Government, we legislated for ourselves, we should find that the Portuguese Government would be compelled to follow our example?—I think so; but to the ruin of many hundred thousands of British capital.

114. Sir *J. E. Tennent.*] Supposing an increasing taste for the peculiar wines of the Alto-Donro has been generated in this country, or an increasing taste for port, as it is considered, from what other country, in the case of such an event as that contemplated by the Chairman, could wines be supplied to supplant those of Oporto?—From none other; but I have always understood that, during this examination, we are accepting the fact that at the present moment there is an established taste, and an established consumption. I understand the question to be as to the increase, and hence I have no doubt that as luxury is required, luxury would continue to be paid for; but I understand the purport of the interrogation to be as to the increase that might take place in the consumption of the article of port-wine.

115. *Chairman.*] My question referred to the competition between wines of the second and third class, principally the third class, and the wines of corresponding quality that would in the event supposed come in from foreign countries. Now, with reference to those Portuguese wines that have now the monopoly of our market, that is, the high-priced, heady, strong wines, do you find that the trade in those wines is improving, or that it is stationary, or that it is falling off?—That it is certainly not improving, that it is certainly not stationary, but that it remains, as the statistical documents will prove, almost in the same state as it was a century ago: the change that has taken place is in the class of consumers; the character of the wine sent to this country is no longer to the same extent the really fine wine that it was before.

116. I understood you to say, in answer to a former question, that



there is not the same quantity of port consumed in this country now in comparison with what has been consumed in former periods?—I spoke in reference to the increased population.

117. You think in figures the amount is about the same?—Certainly; in figures the amount is about the same, though the population has trebled.

118. Then it is not your opinion that the taste for wines of that quality is increasing?—Certainly not.

119. Do you think if our wine-consumers could obtain good wines at a lower price, of a lighter quality, from Portugal, through any change in our own laws or in those of Portugal, or through any means whatever, that the demand for wines of a higher price and of greater degrees of strength, which we commonly call port-wines, would be at all affected by that change?—I do not think, as I have observed before, that those consumers who demand higher class wine would increase, but the others would to a great extent.

120. Do you think that the demand for the higher class would fall off in that case?—The so-called higher class would decidedly fall off; but lighter wines, and superior even to those I have alluded to, would materially increase in consumption, from their peculiar character assimilating to Burgundy and claret.

121. Is it the fact that the taste for what we call port-wine did not show itself to any great extent until very many years after the date of the Methuen Treaty, and that for many years after that treaty the white-wines of Portugal formed the great bulk of the wines imported from that country into our ports?—The date of the Methuen Treaty was 1703. By the statisticks no great change appears to have taken place in the exportation of port-wines until after the year 1716, and then in the year 1728, when it was within 7000 pipes of what it was last year.

122. That includes white port and red port?—Yes; white port is a wine that has gone altogether out of consumption as an article of exportation.

123. Is it of lighter colour than red port?—Assuredly: it is a much more spirituous wine, a very delicious wine and a fine flavour, but has not so much aroma as the other white-wines of other countries.

124. At the time of which I speak, was there a large importation of wines under the same treaty from other parts of Portugal, and of a different quality from port-wine?—I am not prepared to say that there was at that time, although there is another district where red-wines are shipped to this country; that is, Figuera. I am not aware whether they were known here at that period.

125. Do you think the monopoly enjoyed by Portugal under the

Methuen Treaty had the effect of creating a taste for what is called port-wine in this country?—No, it created no taste, but it maintained the taste that was established.

126. Was the nature of the wine then exported into this country the same as it is now, or can you point to any period in the history of that trade at which the nature of it was altered?—The wine coming here at this moment is decidedly and directly of a different character. A great change took place about the year 1820, when the vintage being a very magnificent one, full of natural body, colour, and flavour, and, in a word, one of those early vintages which fully carried out the expressions of the law, *que tem para si, e para beneficiar outros*,—it was one of the finest vintages known, excepting, perhaps, that of 1851. Subsequently every one naturally wished to possess those wines, and not being able to have them precisely the same, they still asked for qualities resembling them, and the qualities were no doubt procured for them. Hence the different *caste* of wines to which I have referred has been planted in the upper district, and hence the character of the grape being changed, the character of the wine is, as a matter of course, so also.

127. My question had reference rather to the adulterations practised; can you tell me at what period in the history of the wine-trade those adulterations became a matter of notice on the part of the authorities?—In the years 1754, 1755, and 1756, such was the depression in the port-wine trade at Oporto, that previous to those years, 1753 for example, when 21,107 pipes were exported, in the three last-mentioned years only about 12,500 pipes were exported. This gave rise to the establishment of the old Wine-Company's monopoly under the Marquis of Pombal; and the pretext then given for the establishment of the monopoly was, that adulterations had crept in, and that therefore this Company should be established in order to preserve the pure character of port-wines. Then there was a law rendering it a crime, which subjected the delinquent, on being convicted in making use of elder-berry, or adulterations of any kind, or mixture of any kind in the wines, to transportation to the colonies for life. This continued for 77 years, and during that time, that is to say, up to the year 1833, I should suppose there was very little adulteration known in port-wines. In 1820 adulterations began, and, as I have previously mentioned, they continued to a certain extent until the abolition of the Wine Company in 1833.

128. That was abolished by Don Pedro?—It was.

129. The present monopoly was established, I think, in the year 1843?—Yes.

130. Avowedly for the purpose of preventing further adulterations, was not it?—Yes, avowedly so.

131. I wish to ask particularly, did the Royal Wine Company, established in the last century, make any bye-laws on the subject of the elder-tree?—No bye-laws, but they obtained a law by which the parties were considered to be guilty of felony, and liable to transportation for life, and all their goods to be confiscated, if a single elder-tree should be found on their premises, within the district, or within five leagues of the boundary line.

132. Was that repealed when the Company was abolished in 1833?—Yes, together with all the regulations and restrictions on that subject.

133. Between that time and 1843 was there an increase in the growth of elder in these districts?—Yes, and it has since grown very luxuriantly.

134. Was there any plantation of the elder during that period?—Since the abolition of the Company, to an immense extent.

135. Do you remember any instance of elder-trees being cut down by a merchant?—I do; I cut them down myself.

136. On what property was that done?—At the entrance of a quinta or estate belonging to my house.

137. You found a growth of elder upon it when you took possession, and you cut it down?—Yes.

138. Has there been any regulation made upon the subject of elder-trees and the use of elder-berries in any way relating to that subject by the new Company established in 1843?—Only a simple exhortation on the part of the Company to the farmers not to make use of elder-berry, and that, I am led to believe, merely in consequence of my writings upon the subject.

139. Which exhortation they are not obliged to obey?—No.

140. Does the Company derive any subsidy from any quarter?—A very large one from Government.

141. What is the amount, and what is the effect of that subsidy?—The amount is 150,000 mil-reis, which is about, in round numbers, £35,000. The subsidy, as allowed by the Government, is one-half of the duties levied upon all wines exported to Europe, to the extent of the 150,000 mil-reis.

142. And of what date is the law under which that subsidy is levied?—The precise day of the month I have forgotten; but it was from the date of the charter, in the year 1843, or the year subsequent to the treaty.

143. Is this Company incorporated by charter or by an Act of the Portuguese legislature?—By an Act of the Portuguese legislature.

144. And under the authority of this charter Act they levy those



duties and receive the subsidy?—The Crown levies the duty and the Company receive the subsidy.

145. How was the Company formed? In the year 1833, when the old Company was abolished, and enormous property having been destroyed by fire during the siege of Oporto, the creditors of the old Company laid their claims before the Government, demanding that their loss should be made good from the country; subsequently the Government, not being in a position to grant their claims, or to attend to them, in order to do them some little act of justice, determined to re-establish them in the year 1843, allowing them one-half of the result of the revenue derived from the exportation of port-wines; therefore this Company is established on the wreck of the old one.

146. It is the old Company with some alteration in its constitution?—Yes.

147. Are those alterations material?—They are so far material that I have stated in my previous evidence all the restrictions as to the growth of the wines in the wine-districts are abolished; but it is in the hands of the Company to prevent even a single pipe of wine, if they think proper, from going out of the country: for instance, 111,349 pipes were produced in the year 1848, but only 7000 pipes were allowed to come to this market.

148. What is the Company's style?—The *Companhia da Agricultura das Viúhas do Alto-Douro* (Company for the Agriculture of the Vineyards of the Alto-Douro).

149. Had the old Company the power to prevent, in like manner, the exportation of wine?—Precisely and identically the same.

150. And this Company has that power, and also, if it chooses, the power to re-enact the old restrictions?—Those are not embodied in the charter.

151. It has no power to make bye-laws or ordinances on the cultivation of the wine or its adulteration?—None whatever.

152. Then to say that it was formed for the purpose of preventing adulteration is a mere pretext?—Entirely so.

153. Does any benefit result from the existence of that Company?—Benefit only to itself.

154. Does it exist for a limited space, or has it a perpetual operation?—It is for a number of years; I do not exactly recollect when the term closes, but the contract is for a number of years; I think it is 20 years.

155. What do you consider to be the effect of giving them that subsidy of 150,000 mil-reis out of the customs?—To produce an artificial scarcity, and increase the cost of the wine to the British consumer.

156. It gives them a direct interest in maintaining the existing mo-

nopoly?—Certainly, as the recipients of one-half of the amount of the duties.

157. In your enumeration of wines, in the exportation of which you have been concerned, you included Colares; am I to understand that that wine comes freely now into the ports of this country?—Certainly not.

158. But you have exported it?—I have of course exported it in small quantities for my own use.

159. I apprehend that the question which was put to you on the subject of the names and qualities of the wines which you have exported from Portugal had reference to those that were exported in the course of trade; will you say whether either of the wines you have enumerated, besides Colares, is at present excluded from our markets; you mentioned Lavradio, Termo, Carcavello, and Bucellas hoek?—There are none of the wines excluded, but they are not all known.

160. Under the existing rates of duty do you think the exportation of those wines for importation here would be a profitable transaction?—I do not think that it would make very much difference.

161. Is not Colares a cheap wine?—Yes.

162. That at present is to a great extent excluded?—It is not shipped; it is not known in this country.

163. If Colares were imported here, what proportion would the duty of 5*s.* 9*d.* per gallon bear to its actual value?—I should think about 500 per cent.

164. Would not that amount to a prohibition?—Certainly.

165. Does the same observation apply to any of the other wines I have specified?—Yes.

166. Which of them?—The Lisbon white-wines cannot compete with the inferior sherries.

167. But the other wines which I have enumerated in one of my latest questions can afford, in your opinion, to bear this duty, such as Lavradio and Termo?—No, I think they would have no acceptance in this country upon those duties; practically it amounts to a prohibition. I take the liberty to add, there are no imposts or export duties from Lisbon.

168. Wines exported from Lisbon must pay a heavy *octroi* on entering the gates of Lisbon?—Yes.

169. That materially enhances the price?—To the Lisbon consumer.

170. Is not that equally paid on wine entering the gates of Lisbon for exportation?—No, wine for exportation never enters the gates of Lisbon.

171. From its coming from Colares, must it not go to Lisbon for

shipment?—No, it never enters the gates; they ship it without the barrier to avoid paying the octroi.

172. Then wines exported from Lisbon pay no export duty whatever?—Some trifling per-centage.

173. They pay no transit duty from the place of growth to the place of shipment?—No.

174. What is the value of the Colares at its place of growth?—There are three or four different qualities, and of course as many values; but I myself on the spot have enjoyed, during the heat of the day, a bottle of that wine, which has cost me about three farthings.

175. What is the highest price?—The highest quality, that is to say, wine made expressly for our own use, with the greatest care, attention, and purity, will cost about 3*d.* in its crude state.

176. It is a very delicious claret?—I prefer it by far to the ordinary run of clarets.

177. It is of that character?—Quite so, but with more body.

178. And that wine is now excluded from our markets?—Yes, but only a small portion is properly made; Colares cannot at the present moment be considered as being in the category of wines; there is no inducement in Portugal at the present moment to ship any wines resembling clarets, for clarets are so much cheaper, that Colares would not get a consumption in England, the prejudice being in favour of France.

179. Does not that remark equally apply to wines of the third class grown at Oporto, and all light wines of the Burgundy or claret species?—No, because they have all the flavour of the port grape, although perhaps not possessing so much *bouquet* as claret.

180. Supposing a reduction of import duties took place to 1*s.* per gallon, how would you provide for the difficulty of repaying by way of drawback to the amount of duty received in respect of existing stocks?—That must depend materially upon the circumstances or financial condition of the customs; I should say if there be abundance of cash, the matter could be settled very easily; if there be a difficulty on that score, debentures admissible in the payment of duties would amply satisfy the trade.

181. Bearing interest in the meantime?—It would be just, more generous, and much more acceptable, were they to do so.

182. Payable at a certain period?—Yes, a sort of Exchequer bill, or anything of that kind.

183. You are aware that at the present time parties re-exporting wines which they have paid duty on, are entitled to drawback for the amount of duty received; would you recommend any alteration in the law in that respect in the event of so large a reduction of duty taking



place, and so low a duty being imposed on all wines as 1s. a gallon?—I think no one would mind it; it would be a matter that would be passed over; no one would claim it even; I think it would not be worth consideration.

184. Do you think there might be a saving of expense and trouble, therefore, if the right to receive the drawback were abolished in the event of so great a reduction taking place?—No doubt, and great expense saved too.

185. You think there would be no objection to the reduction you have proposed taking place, on the condition of the abolition of the right of drawback?—None whatever.

186. In the event of that reduction taking place, do you see that it would be possible to proportion the amount of duty to the value of the wines, or do you think the present policy should be persisted in, the having one uniform rate of duty for all wines, although at a lower rate?—I am hardly of opinion that anything like a duty upon quality would be either politic or practicable.

187. What proportion would 1s. a gallon in the case supposed, in the event of the reduction of duty taking place, bear to the value of the cheapest wine that would reach our market?—One shilling a gallon would be 2*d.* a bottle; hence many wines would be introduced into this market that with all duty and expenses paid would sell for from 1s. to 1s. 3*d.*, or even less perhaps, according to the quality; but excellent and good wine, paying 2*d.* a bottle, might certainly be sold readily, and would sell readily in this market at 1s. to 1s. 3*d.*

188. Then what proportion would the duty of 1s. a gallon bear to the actual value of the wine, the cheapest wine?—If a bottle sells for 1s., it is exactly one-sixth part of the whole.

189. Do you calculate that upon the retail price of the wine in the market?—It must be done; all expenses must be added as a first cost.

190. You think 1s. a gallon would be the very cheapest amount of duty that ought to be imposed, with the view at once of promoting the consumption, and that without injury to the revenue?—I certainly consider that that would bring matters to such a point; it would be highly beneficial to all classes.

191. Do you think there would be any loss of revenue in consequence of that?—I consider there would be an enormous increase; but I have said already that I am not sufficiently a practical man in this country, with regard to the statisticks of the country, to enter minutely into the point; but, taking it in the gross, I consider there would be none.

192. So far as revenue is derived from consumption of Portuguese wine, you think it would be enhanced by the proposed reduction of

duty?—Yes, and very much in another point ; that is, that if this affair be considered as one to have any reference whatever to the renewed treaty with Portugal, in proportion as the duties were reduced upon the Portuguese wines, I feel convinced that the Portuguese Government would reduce their tariff upon our cottons and woollens, and all our manufactures.

193. Sir *J. E. Tennent.*] Your evidence to-day has chiefly been with regard to the red-wines of the Alto-Douro?—Yes.

194. And the trade of Oporto?—Yes.

195. There is a very small proportion of the other wines of Portugal which reaches to this country ; the white-wines?—Very small ; I should think not more than 2000 pipes altogether, or not more than 1500, perhaps.

196. Then that does not arise from any prohibitory regulations of the Government of Portugal affecting white-wines similar to those affecting red-wines?—None whatever.

197. The white-wines of the Tagns and the south of Portugal come into very direct competition with the white-wines of Spain and Sicily, and other countries?—They do ; but the wines of Sicily can be imported into this country at a much cheaper rate than the wines of Lisbon.

198. Is that from the circumstances of trade, or is it from the absence of prohibitory regulations or impediments on the part of the Sicilian Government?—I am not aware that there is any impediment in either case ; I believe both trades are free ; in Spain I know it is so ; I believe they are free in Sicily. I consequently consider that the two wines, the Lisbon and the Sicilian wines, are on equal terms as regards the shipment thereof.

199. Still are there not great advantages in favour of Sicily and of Spain which do give them the preference in this market over the white-wines of Lisbon?—I presume the cultivation of labour is probably cheaper ; property is not so valuable perhaps ; I know nothing else ; but the Lisbon wines cannot compete with the wines from Sicily.

200. The red-wines of the north of Portugal, of the Douro, are not exposed to such competition as that ; there is no other country which produces wines competing in similarity of flavour and other qualities with the Oporto wines?—There are many red-wines that are made in a peculiar manner to compare with them.

201. To compare, not to compete with them?—Not to compare, but in point of price decidedly to compete.

202. What are they?—The red-wines from the south of France, Roussillon and the Benecarlo wines. I am not aware that any one here advertises the one or the other for sale.

203. Is not that a proof that both Roussillon and Benecarlo are infe-

rior in those qualities which recommend the wines of Oporto to the taste of Englishmen?—As they are introduced at a cheap rate. I do not consider that has any reference to their quality.

204. Then why is it that they have not displaced to any extent the red-wines of Portugal?—I have already observed that the exportation of port-wines for nearly a century has been the same nearly, notwithstanding the progress of the population; consequently if you look to the population being three times what it was before, some wines or other have displaced them, according to the existing population.

205. You have already stated, and stated truly, one never sees the red-wines of the south of France, that bear a likeness to the Portuguese, advertised or sold in this country; I mean the Roussillon and other wines approaching the Oporto wines; the tendency of that is to show that the Upper Douro has almost the entire monopoly of the production of the port-wine of the class, the qualities of which are favourites in this country?—Yes, in name, so much so, that I believe that those identical wines just referred to actually do take the place of port-wines, and are sold as such.

206. That is for adulteration?—Yes, for the mixing.

207. Benecarlo is imported into this country for the purpose of mixing?—Yes, so I believe, and for no other purpose.

208. All showing, then, that the preference is in favour of the wines of Oporto?—Yes, so far as the name.

209. And that they must be sold under that name to make their way in the market at all?—Yes.

210. You have stated that this proposed reduction of duty in this country, from 5s. 9d. to 1s. a gallon, would not, in your mind, be available or desirable unless it were accompanied by a correspondent surrender on the part of the Portuguese Government of their export duty?—Yes.

211. I suppose the Portuguese Government are under the impression that they have a natural monopoly of the growth of that wine which forms the great bulk of their exports to this country: if that export is profitable in a large degree to their own revenue, and likewise profitable to the Company chartered under their auspices, is there a probability that they will meet the reduction of the import duty in this country by a corresponding surrender of the duty in their own?—If left to themselves, my answer is, most decidedly, they will make no reduction whatever until they are compelled to do so by further circumstances; but suppose it was a matter of treaty, I am convinced they would frankly meet any overture made by this Government; but should the duties be otherwise taken off, I cannot but feel, if anything should happen that the present Portuguese Government go out of power and the



opposite Government come into power, they will act in support of the monopoly until the trade be all ruined. But at the same time, as the 25,000 pipes of this established taste for this country has been shown, I do still consider, whether the duties be raised or whether they be taken off,—whether the Portuguese Government meet the British Government in the same spirit or not,—still that port-wines will come to this extent to Great-Britain.

212. Then is it your opinion that the Duke of Saldanha's Government would be favourable to an adjustment of the trade, such as has been suggested by the Chairman?—To a very great and most liberal extent; and I consider myself fully authorized by His Grace to publish this as his feeling and desire on the subject. This he communicated to me in the presence of the council of Ministers, before whom I had the honour to be bidden to a conference on a very similar matter as the one in which we are at present engaged.

213. *Chairman.*] How long ago was that?—Four or five weeks ago. I was invited for the express purpose of giving evidence, and being heard on the subject of the improvement of the port-wine trade and the abolition of the restrictions or grievances complained of. The Duke is most anxious indeed that all those doubts and differences with regard to the two articles of the treaty, which were previously discussed (the 4th and 15th), should be done away; but that he says he cannot acknowledge the right of Great-Britain to make those claims founded upon the 4th Article—as the 15th was intended to serve as an exception with regard to wines: this is a most important point, and has, I am convinced, been so interpreted by the Portuguese, however erroneously, from the very first. It was evidently under this conviction that the Wine Company of the day was established; and being so established, nothing but a new treaty can enable the Portuguese Government to make those radical changes in the regulations of the port-wine trade which are so reasonably called for.

214. The 15th Article which you refer to is this: “Her Majesty the Queen of Portugal engages that the commerce of British subjects within the Portuguese dominions shall not be restrained, interrupted, or otherwise affected by the operation of any monopoly, contract, or exclusive privilege, or sale or purchase whatever; but that the subjects of the United Kingdom shall have free and unrestrained permission to buy from and sell to whomsoever they please, and in whatsoever form and manner may be agreed upon between the purchaser and seller, without being obliged to give any preference or favour in consequence of any such monopoly, contract, or exclusive privilege of sale or purchase; and Her Britannic Majesty engages that a like exemption from restraint

in respect to purchase or sales shall be enjoyed by the subjects of H. M. F. Majesty trading to or residing in the United Kingdom. But it is distinctly to be understood that the present article shall not be interpreted as affecting the special regulations now in force, or which may hereafter be enacted with a view solely for the encouragement and amelioration of the Douro wine-trade?"—That is the clause.

215. The two clauses refer apparently to two distinct subjects; the 4th Article referring to duties, the 15th Article to monopolies, and the exemption on the subject of the Douro wine-trade, having reference to the monopolies and privileges of sale specified in that article, and not having any reference at all to duties, restrictions, or prohibitions upon imports and exports which are the subject-matter of the 4th Article?—Yes. Since the Government of Portugal state that the 4th Article has only reference in a general sense to our treaty with their country, and the 15th Article distinctly and clearly was intended to form an exception with regard to this Wine Company and the monopoly, they feel that the people do not acknowledge it in any other point of view.

216. Do you agree in that interpretation?—Certainly not.

217. The words are, "The present article shall not be interpreted as affecting the special regulations" on the subject of the Douro wine-trade; that is, Article 15th shall not be so interpreted?—Yes.

218. There is no such qualification of the general language of the 4th Article, which refers to "duties, restrictions, and prohibitions?"—I look at the matter *literally*, and as such I consider that the claims are as perfectly clear as possible; but I believe that when this article was written that that was not the meaning of it, and that the 15th Article was especially intended to serve as an exception to the 4th.

219. Do you know anything of the importation of port-wine by way of America?—Yes, I know a great deal on that subject.

220. You stated, I think, that the difference between the charges on exportation to America and the charges on exportation to this country and the other ports of Europe, is in the proportion of 6*d.* to the pound and upwards?—Yes.

221. Has that begun to create a wine-trade between Portugal and this country in favour of America, and by way of American ports?—To a great extent.

222. Have you any returns upon the subject?—Yes. Permit me to premise with the observation that the fact of this discrepancy or inequality in the rate of duties between 6*d.* and £6 induced a great number of exporting houses to forward their wines round by America, for the express purpose of evading the payment of the duties and bilhette. The result was that the Government of Portugal, finding that

that was the same, and that the wines found their way to Europe, distinctly declared that no wines of the quality destined for Europe should go by that channel, but at the same time that all wines going from that day forth by that channel were to be treated as contraband articles, and the exporters as contrabandistas. I have written a great deal upon the subject. I have appealed to the Government to get rid of this affair, and I was determined to try the question; and I therefore freighted two vessels, did not buy my permits, selected my best wines, shipped them to St. John's, New Brunswick, or to New York, allowed them to remain the time specified by the new law, nearly four months, to be acclimatized, then obtained my certificates that the wines had paid the duties there, and the very following day after the four months had expired, re-shipped them to England, claimed then my drawback from that country, and brought the wines over here; not, it is true, that they only cost me 6*d.* a pipe, because the expenses were very heavy, but at the same time I clearly proved the fact, that *I could bring any wines that I thought fit, whether refuse, second, or third, or any quality whatever, to Great-Britain or any port in Europe, vid America.* This matter, of course, was then taken up by a great number of exporters, and, as we see here by the statisticks, a new trade has sprung up, and has doubled within the space of four years, the average exportation to all countries out of Europe seldom or never exceeding 5000 pipes, whereas in 1848, 12,953 pipes were sent to the countries out of Europe, and I am sure that above 8000 found their way to this country. In 1849, 13,392 pipes were exported to countries out of Europe; in 1850, 9827 pipes; and last year, 1851, 10,569 pipes. It is true that in 1848 and 1849 one great reason may be given in consequence of the cholera in Russia, and that therefore a part and parcel of this wine might have found its way also to Russia; but it is curious to observe that, in 1849, 3671 pipes were shipped, paying the full duty to the continent of Europe, whereas in former years, by statisticks, about 1300 pipes has been the sum total for an immense number of years, so that actually setting aside those two years, you may say the exportation now to the the ports of the continent of Europe has just doubled.

223. Sir *J. E. Tennent.*] Can you give the Committee any idea of the saving by that operation; whether the increased cost of freight would be more than an equivalent, and in what proportion to the diminished cost and charges on export?—Just about one-half, or, in other words, the price of the billette, is saved.

224. Have the Oporto Company made any efforts to cheek that, except in the instance you mentioned?—Yes; not only have they made such efforts, but the Government have put on such restrictions that all



the consuls and consular agents in any part of the world out of Europe are compelled to trace every pipe of port-wine that is imported and afterwards exported, and they are to denounce those parties as felons for having committed felonious practices: even after a pipe of wine has been domiciled here four months they are to trace that wine to any port in Europe; the original shippers are then to be fined to an enormous extent and their property confiscated, and a variety of other heavy penalties I cannot mention are imposed.

225. But which are, in reality, inoperative?—Yes; this matter is also before Her Majesty's Secretary of State for Foreign Affairs, for the merchants of Oporto a very short time ago made a requisition to Her Majesty's consul there to get rid of these inconveniences, to which we are constantly obliged to submit.

226. In what ships is that trade carried on; American bottoms?—To a very great extent; it is a great loss to British commerce in that way.

227. *Chairman.*] Have you any further illustrations to give on points you have stated in your evidence; can you hand in some surveys?—I would take the liberty to offer my surveys of the port-wine districts of the Alto-Douro.

228. *Mr. Scott.*] What are the limits of the Alto-Douro Company; that is to say, over what districts do their powers extend; are they over the districts comprised in your map?—Yes; under the dotted line expressly marked to govern the growth of wine.

229. The monopoly enjoyed by them can in no degree affect the price obtained for Colares or other Portuguese wines, I apprehend?—Not at all.

230. You gave the Committee some information also relative to the Benecarlo?—Yes.

231. The introduction of those wines is, in fact, a displacement of port-wines, as they are substituted for port in this country?—Such was my conviction.

232. And the Colares is also introduced to a considerable extent?—I do not think so; I have had a few casks of it in the summer months for my own use.

233. Can you inform the Committee the amount of exportation of Portuguese wines from the Tagus?—The total exportation, I think I already mentioned, is not exceeding 2000 pipes a year to all countries.

234. *Sir J. E. Tennent.*] To what countries chiefly is it exported; do you know?—The Brazils take off a great quantity of wine; and there are 200 or 300 pipes of that go to Russia—low wines, at about £10 a pipe.

235. *Mr. Scott.*] You alluded in the early part of your evidence to

the four qualities of wine into which the ports of the Alto-Douro were distinguished, and I think you stated that the action of the Alto-Douro Company induced a taste for an artificially high-priced wine; do you understand by the artificially high-priced wine a wine whose price or value bears no proportion either to the cost of its production, or to its quality as a delicate wine, but merely a wine whose price is artificially high in consequence of the certificate of the Company respecting it?—Yes, that is my opinion; I mean that distinctly, it is in consequence of the expense altogether arising from those restrictions; the *bilhette* enhances the cost of the wine to that extent.

236. Do you then think that the judgment of the committee of the Alto-Douro Company completely influences the English taste?—Certainly not; but that it is intended to do so I am convinced.

237. That it operates entirely upon the market?—Upon the market most assuredly and most completely.

238. That it regulates the quality of the wine introduced into England?—No. I have already stated, or wished to convey, that the quality of the wine sent to England is sent according to the wishes or desires of the shippers; but in order to do so, they (the shippers) must purchase the false permits and substitute their better wine for that which they do not approve of as good wine, but which is so classed by the tasters. They will not subscribe to the judgment of the tasters, inasmuch as by law that judgment is biased; the wine must be adulterated to come up to the point marked by law.

239. *Chairman.*] The memorial you state to have been lodged in the office of the Secretary of State here, and sent to the Secretary of State at Lisbon; is that a subject of negotiation now, do you know, or was it merely lodged there for reference?—The memorial to which I refer was a memorial presented to Her Majesty's Consul at Oporto, numerously signed by the British exporters there, and requesting the Consul to forward a copy of the grievances therein expressed to Her Majesty's Secretary of State. Her Majesty's Consul informed me that he had forwarded it; this is several weeks ago; it is highly interesting.

240. To whom was the memorial addressed?—I am probably in error in making use of the word memorial; I should have said, I believe, a requisition to the Consul praying for redress for certain grievances; this was sent bodily by Her Majesty's Consul to Her Majesty's Foreign Secretary. The Consul assured me he had forwarded it direct to the Foreign Office.

241. Was that lately?—During the last six weeks.

242. Have you any further observations to make?—You will permit me to present my surveys of the river, from the sea to the Spanish

frontier, with the design, and in fact the intention, if I should be permitted, to improve the navigation of the river Douro, as well as to extend the wine-districts to such a point as might enable port-wines, however cheap they might be, to be introduced (if the duties were lowered there and here) at probably one-third of the present cost; because it has been asserted that there is no other part of the country capable of producing fine wines, or such fine wines as this district. It will show at one glance of the eye the spot where any quantity of wine could be produced, at certainly about half the expense. The survey commences at the bar of Oporto, and is carried as far as Vilvestre in Spain. The colouring of the map indicates the extent to which the tide reaches, and the deep water and all the shallows and obstacles that extend over the whole course of the stream; it marks the production on either bank, the geological construction of the wine-country, the commencement of the wine-district, and its extreme point—all the obstacles that exist on the stream, which are 210 in number, besides a great variety of other information, and the description of the Douro itself, with overtures on my part to remove the whole of those difficulties, without demanding one sixpence from the Portuguese Government, and positively and absolutely diminishing the labour and time of performing the voyage up and down the river, and diminishing likewise the expense of the navigation incurred by the boatmen. For this work I have had the honour of being complimented by most of the sovereigns of Europe, and I shall be most happy to leave it on the table of the Committee for reference.

243. *Mr. Scott.*] How far up the river does the monopoly of the Alto-Douro Company extend?—It commences at a distance of 15 leagues from the city of Oporto, and extends longitudinally about eight leagues, and in breadth four leagues.

244. When you say that the alteration in the duty would extend the consumption of port-wines, is not it to the interest of the Alto-Douro Company to extend the consumption of port-wines at present?—Not as a company, because they would lose their subsidy; they would lose the £35,000 they at present receive; hence it is by no means to their interest that the duty shall be taken off, that being their only revenue.

245. You do not conceive it to be in any way the interest of the Alto-Douro Wine-Company to extend their production of wine?—Certainly not.

246. Are they a body distinct from the producers of wine?—The very opposite.

247. *Chairman.*] Have you any further observations to make?—None, at the present moment.



*Luncæ, 26° die Aprilis, 1852.*

## MEMBERS PRESENT.

Sir J. E. Tennent.  
Mr. Seott.  
Mr. Mullings.

Mr. F. Peel.  
Mr. Jackson.  
Mr. Scholefield.

THOMAS CHISHOLM ANSTEY, Esq., in the Chair.

Mr. *Joseph James Forrester* called in; and further Examined.

248. *Chairman.*] The Committee understand that you wish to give in some documents in illustration of your evidence on the last examination?—If the Committee would permit me to do so. When I had last the honour to address the Committee, I was so totally unprepared for the questions that were put to me, that I hardly know whether I acquitted myself properly or the contrary, as I was not in possession of the documents I should have liked to have brought on the occasion. By the arrival of the packet on Saturday last, I think I have now such documents as will serve to add to the interest of the subject, as well as to corroborate some of the statements I made, and which I am inclined to confess might be considered rather of a startling nature. The first document in question bears date 1824, showing the nature of the redress that the British subjects thought it necessary to seek from Her Majesty's Government. It is as follows: "Grievances, No. 1, complained of by British Merchants in 1824, when the use of elder-berry and jeropiga was strictly prohibited by law, and offenders against the prohibition were severely punished." On the 14th October, 1824, eleven houses, the partners of which, members of the British Association, signed the above-mentioned paper, addressed a petition to Her Britannic Majesty's Government, from which the following is an extract: "The wines produced in the factory district are tasted immediately after the vintage by certain officers, who classify them according to quality, and invariably approve of many which cannot be sold, and rejecting many for which the merchants would be willing to pay a high price, thus depriving them of their right of choice, and enabling the Company to obtain possession of a large quantity of the finest wines at low prices; but even if this were not the case, and the tasters fulfilled honourably the duties of their office, it is obvious that the merchant is the best judge of the article in which he deals. The approving only of a few thousand pipes of inferior wine may thus render a most abundant and excellent vintage scanty and indifferent to the merchants, whilst a short and inferior vintage may be made abundant by approving of the

whole of it. The Company has lately adopted the system of approving for the English market a small quantity of wine at a high price, and of separating, for other markets which consume less, a much larger quantity, at lower prices. This produces the immediate effect of obliging England to pay, for all the wine it consumes, nearly double what is paid by other countries. The same tonel of wine is often divided into two parts, one intended for England at a high price, and the other intended for general commerce at a low price; this needs no comment. Q. Harris, sen.; J. D. Harris & Co.; Offley, Forrester, Webber, & Co.; Hunt, Newman, Roope, & Co.; Campbell, Taylor, & Co.; Coekburns, Wauchope, & Co.; Knowsleys & Nassau; Gonld, J. Campbell, & Co.; Lambert, Kingston, & Egan; Page & Co.; John Hatt Noble; John Bell & Co.; Ormerod, Brothers & Co.; Smith, Woodhouse, & Co.; John Quillinan; George Sandeman & Co.; T. J. Smith."

Extracted from the circular published throughout Great-Britain and Ireland by the Oporto Wine-Company, under date of the 7th September, 1844: "that port-wine had been subjected to adulterations from 1804 to 1843; that the consequence of these adulterations had been injurious; that the growers and consumers had made remonstrances to this effect to H. M. F. Majesty's Government, and that H. M. F. Majesty's Government, taking into due consideration the remonstrances of the growers and consumers, had re-established the Company." The second document bears date February and March, 1845, and shows the opposition which originated on that occasion, showing the names of the corporations and individuals who opposed any redress being granted to the grievances contained in the first document. It is as follows: "The corporations and individuals who denied the correctness of most of these statements, and who used their influence to prevent the desired redress being granted, were the following, viz. The Oporto Wine-Company monopoly, The Commercial Association of Oporto, a self-elected commission of farmers connected with English houses, and the following association of British exporters: Q. Harris, sen.; J. D. Harris & Co.: Hunt, Roope, Teage, & Co.; Taylor, Fladgate, & Co.; Coekburns, Grey, & Dunlop; George Knowsley; Gould, J. Campbell, & Co.; Lambert, Kingston, & Egan; C. R. Page & Co.; C. H. Noble & Murat; John T. Quillinan; George Sandeman & Co.; Croft & Co.; Warre & Co.; Bailey, Shorter, & Co.; Rocher, Wigham, & Co.; W. G. Roughton & R. Reid; Butler, Nephew, & Co.; W. & J. Graham & Co.; F. Tooke & Co.; Martincz, Gassiott, & Co.; Burmester & Co.; J. Dow & Co." No solid arguments were produced by these corporations and individuals in support of their orgauized and powerful opposition, but one and all

made or published statements alleging that the grievances of which I complained, and for which I sought redress, were "vague, unfounded, and inexact." For the papers published by the above corporations in February and March, 1845, see the 'Periodico dos Pobres' of Oporto, and Mr. Forrester's 'Vindication from the Aspersions of the Commercial Association of Oporto, and others: Loudon: Pelham Richardson, 1845.' The papers I now propose to hand in, marked (A.) (B.) (C.) and (D.), dated from January to March of the present year, show the strenuous endeavours made by British residents in Oporto to obtain redress for the grievances under which for a length of time the port-wine trade has laboured. Some of these are in Portuguese, in which the most important passages are underscored or in Italics, and to which a literal translation is annexed.

[*The Witness delivered in the same, which are as follow :*]

(A.)

ASSOCIAÇÃO COMMERCIAL DO PORTO.

*Exposição a que se refere o projecto de representação á Camara dos Senhores Deputados da Nação Portuguesa, respeito á livre armazenagem de Vinhos de 1.<sup>a</sup> e 2.<sup>a</sup> qualidade, tanto na Cidade do Porto como em Villa Nova de Gaya.*

Illm.<sup>o</sup> e Excm.<sup>o</sup> SR. Presidente e mais membros da Direcção da Associação Commercial do Porto.—*Entre os muitos vexames que acabrunham o Commercio de Vinhos do Porto avulta a disposição da separação dos armazens de 1.<sup>a</sup> e 2.<sup>a</sup> qualidade pelas agoas do Douro. Talvez jámais se pozesse em vigor uma medida, considerada simples e inoffensiva, que mais damnosa se apresentasse na sua operação, porque simultaneamente se mostra ella prejudicial á Lavoura, ao Commercio, e á propriedade de raiz, sem que della resulte uma unica das vantagens imaginarias com que se deixou fascinar o legislador. Foi ella recommendada como complemento do systema restrictivo, que os abaixo assignados se absteriam de apreciar; poréin os argumentos outr'ora empregados para se conseguir a sua promulgação foram destruidos pela pratica, e seja sufficiente, para tal provar, o facto que os abaixo assignados appellam para o testemunho dos mesmos individuos que os sustentaram, e que são hoje os primeiros a reconhecer a necessidade da sua abrogação. Pretextou-se que havia uma necessidade para a separação :*

1.<sup>o</sup> Para impedir o augmento do deposito de Vinhos de 1.<sup>a</sup>.

2.<sup>o</sup> Para impedir a mistura dos chamados de 2.<sup>a</sup> qualidade com aquel'outros, com o fim de conservar o bem estabelecido credito dos Vinhos de 1.<sup>a</sup> ordcm.

Ambas estas rasões são pueris, ou sophisticas.

Todos os armazens destinados para deposito de Vinhos de embarque são manifestados na Alfandega, que entretem com cada um delles uma conta corrente, na qual até são calculados os desfalques por dias ou mezes, e com tanta exactidão que hão sido multados por differenças de *canadas* no fim do anno, armazens em que tinha havido movimento de milhares de pipas.

As contas figuram em quatro columnas; a saber, vinho beneficiado, e por beneficiar,



geropiga e agoardente. E' pois evidente que, não podendo entrar nos armazens, e ser lançados nas respectivas columnas os Vinhos senão conforme a sua classificação, e sendo depois abatido na totalidade de cada uma columna o Vinho exportado, ou d'outro modo transferido, o numero de pipas de 1.<sup>a</sup> não pôde ser augmentado, além da legalidade, pela introdução de Vinhos de 2.<sup>a</sup>.

Relativamente ao 2.<sup>o</sup> argumento "que é mister impedir a mistura de Vinhos que desacreditem os de primeira ordem," é elle tão fraco que nem as horas da refutação mereceria se não fosse talvez preciso a sua destruição em alguma parte, aonde uma falsa nomenclatura poderá ainda illudir.

Por via de regra ninguem procura peorar a sua fazenda, e por tanto se algum individuo lotar vinhos é com o fim de os melhorar, mas quando isso se não admitta, por que motivo se permite o armazenamento de Vinhos para consumo em Villa Nova?

Estes não são fiscalizados, como os outros, que, com pejo o dizemos, não podem hoje transitar d'um para outro local sem prévio conhecimento d'Alfandega, que manda acompanhar cada pipa por um guarda!

Segue se que a haver desejos de se fazerem adulterações são ellas mais facéis com vinhos de consumo, do que o seriam com os de 2.<sup>a</sup> qualidade, sendo permittida a sua entrada em Villa Nova com a devida fiscalisação.

Ainda mais ha que observar, que a denominação de 1.<sup>a</sup> e 2.<sup>a</sup> é uma perfeita chimera; um meio para estabelecer um direito differencial entre os embarques para a Europa e para todas as outras partes do Globo. E' bem sabido que as habilitações, a que se dá o nome de pas, sagens, bilhetes, cazas, &c. são objectos de mercado que experimentam grandes fluctuações no seu valor, e por tanto é evidente, que no Douro qualquer vinho, mesmo creado fóra da demarcação, pôde ser guiado em 1.<sup>a</sup> qualidade para Villa Nova, se vier acompanhado daquelle titulo, que mais significativamente tambem tem o nome de guia. E tão chimerica é a denominação de 1.<sup>a</sup> e 2.<sup>a</sup>, que as contrafacções de Vinho, as geropigas são igualmente habilitadas, e em virtude dos cortes quantitativos,—do mesmo tonel (conforme a qualidade que se houver habilitado para a exportação Europea) uma fracção alcança o bilhete de 1.<sup>a</sup> e o resto fica separado, ou em 2.<sup>a</sup> qualidade.

Tendo os abaixo assignados, como entendem, rebatido vantajosamente os argumentos que se produsiram para sollicitar a promulgação da medida que combatem, permitta V. Exc.<sup>a</sup> que elles tambem refiram alguns dos grandes inconvenientes da sua continuação.

Só no mez de Fevereiro, quando já de Lisboa, e d'outros pontos ha sido carregada a novidade do anno para o Brazil, é que o lavrador, ou negociante do Douro pode levantar o vinho, porque antes não está concluido o moroso processo dos manifestos, arrolamentos, e provas. E' então sabida a sorte dos Vinhos, e desde logo começam os embaraços do exportador. *Parta da sua compra ficou em 1.<sup>a</sup> outra parte em separado, ou 2.<sup>a</sup>. Os Vinhos do Douro nem sempre mostram desde logo as suas especialidades: uns convem para os mercados da Europa, outros para a America, &c. E' porisso facil imaginar-se a sua perplexidade para determinar qual parte elle deva guiar para a margem esquerda, e qual para a margem direita do Douro.* Para evitar ns consequencias, d'um desacerto elle alluga armazens no Alto-Douro, podendo enconral-os; na sua falta vem procural-os mais proximamente das Barreiras, na Pedra Salgada, ou em Campanhã; toma outros no Porto, e finalmente os Vinhos de 1.<sup>a</sup> vão para as suas em Villa Nova.

E' notorio que os armazens fóra de Villa Nova são em geral acanhado, e carissimos,

sem as precisas commodidades, e por isso o exportador não sómente vê encarecer o seu genero pela multiplicidade dos alugueis, mas além disso é gravemente prejudicada a sua fazenda. Não pode em tantas partes vigial-a pessoalmente; as distancias causão cuormes despesas, e sujeitão o dono dos Vinhos além disso a maiores desfalques e extrayios inevitaveis. *Todos estes embaraços, que forçãõ grandes despesas, sobre-carregãõ o custo do Vinho, e tendem em grande parte a impedir carregações mais baratas, a fim de combater a competiçãõ de Vinhos d'outras produções, que nomeadamente em Londres e Liverpool, hãõ feito um damno incalculavel aos do Porto.*

Os mercados de fora da Europa não são hoje os das antigas colonias. O novo mundo está tão civilizado como o velho, e é porisso absurdo suppor-se que basta mandar para os seus mercados vinhos inferiores. Ora não podendo os separados serem beneficiados com qualidades superiores dos antigos depositos só existentes em Villa Nova, é evidente que não podemos suppri-los convenientemente, e que porisso perdemos um consumo consideravel tanto mais prejudicial que os consumidores daquellas paragens se vão acostumando, e dando a preferencia aos outros que concorrem de França, de Hespanha, de Italia, &c. Verdade é que taes carregações podem ser feitas dos armazens de 1.<sup>a</sup> qualidade, porém quando ainda alguem queira argumentar que não faz differença na Gram Bretanha o preço por elevado que seja, a que se lhe forneção os Vinhos, de certo não se atreverá a sustentar tão espinhoso argumento relativamente aos portos ultramarinos.

Mas ainda se dão casos especiaes d'outra natureza. A novidade de 1847 foi finissima, porém só uma limitada quantidade veio para Villa Nova; e o resto armenazado no Porto, sahio por preços miseraveis para a Australia, a America do Norte, e o Brazil. Entretanto as vindimas subsequentes forãõ lhe muito inferiores, e assim aconteceu carregarem se para portos menos caprichosos nas qualidades os Vinhos preciosos daquella novidade, hindo posteriormente para Inglaterra os Vinhos de 1848, 1849, e 1850. Tal não aconteceria se houvesse sido permitido o armanzenamento de 2.<sup>a</sup> em Villa Nova. Ellas se terião trocado, e teriamos sustentado na Gram Bretanha o credito do nosso Vinho sem o perdermos nos outros mercados, aonde a grande massa das importações passa logo para consumo, sem se lhe dar tempo para desenvolver as suas especialidades.

Os abaixo assignados poderião produzir muitos outros factos para mostrar e levar á evidencia os graves prejuizos que tem causado ao Commercio a separaçãõ nas duas margens do Douro dos Vinhos de 1.<sup>a</sup> e dos chamados de 2.<sup>a</sup> qualidade; porém ainda que tão importante materia desculparia o parecerem diffusos, elles abstem-se de entrar nella mais largamente, e se limitãõ a dizer que, sendo os interesses da lavoura dependentes do Commercio de Exportaçãõ, qualquer prejuizo que a este se cauze vai affectar aquelles immediatamente; e em quanto á propriedade de raiz, sendo só permittida em Villa Nova a introduçãõ de Vinhos de 1.<sup>a</sup> e dos mais ordinarios para consumo, muitos armazeus ali ficãõ devolutos, e improductivas valiozas propriedades que igualmente assim cerecãõ os rendimentos do Estado que não vai ressarcir-se por outro lado, porque a maior parte dos Vinhos fica entretanto nas adegas dos Lavradores.

Na certeza que V. Exc.<sup>a</sup> dará todo o peso a estas ponderozas considerações, os abaixo assignados tem a honra de as submetter á judicioza reflexãõ de V. Exc.<sup>a</sup>. pedindo lhe que se digne apresenta-las á Associaçãõ Commercial desta Cidade a que V. Exc.<sup>a</sup>. preside, a fim de conseguir com a sua valioza cooperaçãõ, que o Governo de S. Magestade as attenda benignamente, e mande revogar quanto antes a Portaria de 19 de Junho de 1844 em quanto não forem tomados em consideraçãõ os outros

vexaines e tropeços que impedem o proveitoso desenvolvimento do mais precioso ramo de Commercio destes Reinos.—Deos Guarde a V. Exc<sup>a</sup>. muitos annos. Porto 22 de Janeiro de 1852. (Seguem-se as assignaturas de vinte e cinco Srs. Associados.)

*Sandeman & C<sup>a</sup>.—Hunt, Roope, Teage, & C<sup>a</sup>.—Gould, James Campbell, & C<sup>a</sup>.—Manoel de Clamousse Brown—Guilherme e João Graham, & C<sup>a</sup>.—Cockburn, Smithers, & C<sup>a</sup>.—Rocher, Wigham, & C<sup>a</sup>.—Taylor, Fladgate, & Yeatman—Christiano Nicolau Kopke & C<sup>a</sup>.—p. p.—Bruno Silva & C<sup>a</sup>.—Francisco d'Oliveira Chamiço—Fonseca Monteiro & C<sup>a</sup>.—C. H. Noble & Murat.—Warre & C<sup>a</sup>.—Antonio Alves de Sousa Guimarães.—Manoel Pereira Guimarães e Silva.—José d'Almeida Cardozo.—Pereira & Brito.—Domingos José d'Oliveira Pinto.—Manoel Antonio Guerreiro Lima.—Joaquim Maria da Cunha Lima.—Castro Silva & Filho.—Joaquim de Sousa Guimarães.—João da Rocha Leão.—Felgueiras & Baltar.—Moser & C<sup>a</sup>.*

Está conforme.—Secretaria da Associação Commercial do Porto 3 de Fevereiro 1852.

*Izidoro Marques Rodrigues,*  
Secretario.

The following is a translation of the passages printed in  
*Italics:*

1. Amongst the many vexations that weigh so heavily on the port-wine trade, the principal is that which ordains that the warehouses for the deposits of wines of first and then of second quality shall be separated by the water of the Douro.

2. A pipe of wine cannot be removed from one warehous to another without its being accompanied by a Custom-House officer.

3. Consumo, *i. e.* refugo wine, being admitted into Villa Nova (whence second quality wines are excluded), it follows that where there exists a desire to mix or adulterate the stocks, such mixture may be effected with the consumo wines.

4. It must ever be confessed that the denomination of first and second qualities is a mere farce, invented for the purpose of establishing a differential duty on wines sent to Europe, and then exported to the rest of the world. It is a well-known fact that bilhettes (permits), &c. are objects of traffic, subject to great fluctuations in value, and on that account it is evident that in the Douro any wine whatever, even that grown without the demarcation, may be permitted to enter first quality stores, if it be accompanied with this bilhette; and so chimerical is the denomination of first and second quality, that adulterated wines and jeropigas are equally qualified; and in consequence of the determination of the Company (*o Corte quantitativo*), from one and the same vat part of the wine is classified in first, and the remainder in second quality.

5. It is, therefore, easy to imagine what is the perplexity of the farmer in determining which part of his vat he shall decide upon warehousing on the left, and which part on the right of the Douro.

6. All these obstacles give rise to heavy expenses over and above the cost of the wine, and tend to impede cheap shipments, in order to meet the competition of other



wines in London and Liverpool, which have done such an incalculable mischief to port-wines.

(Signed)

*Hunt, Roope, Teage, & Co.*  
*Taylor, Fladgate, & Co.*  
*Cockburn, Smithers, & Co.*  
*Gould, Campbell, & Co.*  
*C. H. Noble & Murat.*  
*Sandeman & Co.*

*Warre & Co.*  
*W. & J. Graham, & Co.*  
*Rocher, Wigham, & Co.*  
 Manoel de Clamousse Brown.  
 Bruno Silva & Co.

Dated Porto, 22 January, 1852.

(B.)

Senhores,

Como membros da Commissão que vós nomeastes para vos apresentar uma base sobre que assentasse a vossa discussão das projectadas alterações no actual systema do Commercio de Vinhos, temos hoje o desgosto de apresentar-vos apenas um trabalho muito incompleto; visto que o Exem<sup>o</sup>. Sr. Barão do Seixo, nosso collega, tendo até certo ponto concorrido nas nossas ideias de confeccionar um Projecto em que por meio de concessões mutuas se procurasse captar a approvação das opiniões encontradas que infelizmente se debatem neste assumpto, julgou á ultiima hora dever retirar-nos o apoio de suas luzes, e recusar a sua concorrência a toda, e qualquer alteração no actual systema restrictivo. Sendo porém evidente que, quanto mais se addiar o remedio aos males de que se queixa o Commercio de Vinhos nesta Praça, e a Lavoura do Douro, mais irão esses males em progressivo augmento, entendemos nós que não deveríamos deixar passar a vossa reunião de hoje sem offerecer-vos algumas lembranças que submettemos á vossa luminosa discussão, esperando merecer da benevolencia com que nos haveis tratado a precisa desculpa para um trabalho organizado em poucos momentos.

Do Projecto que o Illm<sup>o</sup>. Sr. E. Moser teve a bondade de offerecer-nos adoptamos um bom numero de disposições, que nos pareceram convenientes; e segundo a maxima do Illm<sup>o</sup>. Sr. José João da Silva Azevedo "que da prosperidade de Commercio de Vinhos nasce a prosperidade da Lavoura vinhateira" temos procurado combinar os reciprocos interesses destas duas importantes classes.

A longa existencia que o systema restrictivo conta entre nós tem-lhe feito crear raizes que por ventura não cabe em nossas forças extirpar: porém se as opiniões que sa manifestam em favor da ampla liberdade commercial neste ramo de Vinhos, submettendo se á lei da necessidade, mostram a disposição de quererem fazer concessões á opinião adverso, *é necessario que o systema restrictivo abandone, quanto possivel, o que tem de vexatorio, e oppressivo na sua actualidade.* São estas ideias de conciliação que nos instigam a recommendar que se continue a restringir o deposito de Vinhos nos armazens de Villa Nova de Gaya, e Porto á cifra que mais se aproxime ás necessidades da exportação; e que se procure limitar a producção do Paiz Vinhateiro do Douro deixando de proteger-se o máo Vinho.

Para conseguir-se este ultimo objecto proposto deixamos de lembrar algumas providencias que occorreram por querermos affastar, quanto possivel, da discussão o que é relativo á Companhia Geral d'Agricultura das Vinhas do Alto-Douro; e apenas

lembramos a imposição de um pequeno tributo sobre o arrolamento no Douro, que talvez traga o resultado de cessar o arrolamento de uma crescida quantidade de Vinho mao.

*Por certo que o mais prompto remedio para os males da Lavoura, e do Commercio dos Vinhos do Douro seria a revogação de todos os impostos que pezam sobre uma, e outro; porém as difficuldades financeiras do Thesouro Publico paralytam as melhores intenções, e temos de encontrar essa quasi irresistivel barreira em qualquer projecto que apresentemos. Por estas considerações foi parte essencial da nossa tarefa ratear os impostos da forma que pareceu menos pezada. Neste rateio tivemos igualmente em vista acabar com todo o incentivo ao contrabando — esse cancer que tanto arruina actualmente a verdadeira carreira commercial, cevando se na troca de cazas, na permutação de qualificações, e em muitos outros elementos que lhe ministra o systema presente. Se tivermos conseguido este proposito, e obtido a vossa approvação, dar-nos-hemos por sum, mamente satisfeitos; como nos confessamos reconhecidos á confiança que tivemos a honra de merecer-vos.*

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#### PROPOSTA.

1º. Todo o Vinho e Geropiga produsido dentro da demarcação que fôr manifestado para provas fica sujeito ao imposto de 500 reis por pipa.

2º. Haverá sómente duas qualificações nas provas—Embarque e Consumo.

3º. Se a quantidade approvada para Embarque fôr menos do que a quantidade exportada no anno anterior não haverá corte, e ficará assim aquella quantidade habilitada para a exportação de todos os Portos do Mundo; porem se a quantidade provada como Embarque exceder a quantidade exportada no anno precedente o Governo mandará fazer o córte que julgar conveniente (ouvindo a Associação Commercial do Porto, e a Associação Agricola do Douro) deixando sempre a quantidade habilitada igual á exportação do anno anterior.

4º. O Vinho separado pelo córte do Governo será considerado como Consumo.

5º. Todo o Vinho verde ou maduro, Geropiga, e Aguardente que dér entrada para dentro do limite das Barreiras, seja destinado a Consumo ou a Embarque, parará um imposto de 3 \$ 000 reis por pipa.

6º. O Vinho d'Embarque que der baixa para consumo pagará o direito de 2 \$ 000 reis a pipa.

7º. Os Vinhos d'Embarque pagarão no acto da exportação para paizes estrangeiros 1 \$ 000 reis por pipa, e terao despacho livre para os Portos do Remo.

8º. Aos Vinhos d'Embarque abonar-se ha uma percentagem para desfalques.

Se se entender proveitoso adoptar estas provisões na Commissão, nós tomaríamos a liberdade de recommendar a sua urgencia — e lembrariamos como meio de as tornar adoptaveis em referencia á actualidade, o seguinte :

1º. Os Vinhos existentes em 1ª. qualidade em Villa Nova de Gaya poderão exportar-se pagando sómente o direito de 1 \$ 000 reis em pipa.

2º. Os Vinhos existentes em 2ª. qualidade, tomado em consideração em geral a sua inferioridade, poderão habilitar-se para embarque universal pagando o imposto de 6 \$ 000 por pipa.

3º. Estes Vinhos que existirem tanto nos armazens do Porto como no Douro terão a faculdade de passar para consumo pagando sómente o direito de 3 \$ 000 reis por

pipa, aquelles no acto do seu despacho, e estes na entrada das Barreiras com destino a consumo.

4°. Os Vinhos de 2ª. velhos, existentes no Douro, tambem poderão passar para Embarque geral quando paguem na entrada das Barreiras os 6 \$000 reis por pipa marcados para os Vinhos de 2ª. existentes no Porto.

5°. Proceder-se-ha a um varejo geral no Douro, e no Porto para verificar a quantidade existente em 2ª. qualidade, e passar-se hão guias especiaes a esses Vinhos que terão de ser apresentadas no acto do despacho, seja para Consumo, seja para Embarque.

6°. *Nãa hovenda inconveniente em que da novidade de 1851 se approve para Embarque até á quantidade de 40 \$000 pipas, vista que a sua baa qualidade a torna precisa aa Commericia, e mesmo para remediar o mal, feito pelos Vinhos muita inferiores de 1850, habilitar-se-hão 20,000 pipas para Embarque (olém dos 20,000 ja habilitadas coma 1ª. qualidade); e aquellas 20,000 pipos sahirão proporcionalmente do Vinha qualificado em seporo, e em 2ª.*

*Porto 20 de Fevereiro de 1852.*

*J. R. Thompson. (Sandemon & Co.)*

Francisco d'Oliveira Chamicho.

Sem voto do Snr. Barão do Scixo.

Está conforminc.

EDUARDO MOSER,

Secretario.

*Calculo Financial.*

Continuando em vigor os direitos altos d'Exportação, e as mais restricções, é evidente que a Exportação de Vinho de 1ª. irá em continua diminuição, e que não poderá calcular-se já para o anno corrente em mais de

18,000 pipas: o direito total percebido pelo Governo será a razão de	Rs.	
15,000 por pipa . . . . .		270,000 \$ 000
14,170 pipas de vinho maduro consumido no anno	Rs.	
de 1851 = a Rs. 7 \$ 500 . . . . .		106,375 \$ 000
2,600 pipas de vinho verde consumido no anno de		
1851 = a Rs. 3 \$ 600 . . . . .		9,360 \$ 000
250 pipas de gropiga consumido no anno de 1851		
= a Rs. 10 \$ 000 . . . . .		2,500 \$ 000
		<u>118,235 \$ 000</u>

Totalidade do rendimento corrente tirado dos Vinhos . 388,235 \$ 000

Pelas alterações propostas

80,000 pipas arroladas no Douro = a Rs. - \$ 500 . . . . .	40,000 \$ 000
60,000 entradas pelas Barreiras para consumo, e ex- portação = a Rs. 3 \$ 000 . . . . .	180,000 \$ 000
35,000 exportadas = a Rs. 1 \$ 000 . . . . .	35,000 \$ 000
	<u>255,000 \$ 000</u>
25 por cento augmento de novos impostos e emolu- mentos . . . . .	63,750 \$ 000
	<u>318,750 \$ 000</u>

Deficit apparente . . . . Rs. 69,485 \$ 000



Para o eliminar de todo, e haver mesmo um augmento de receita bastará para o primerio anno o despacho marcado para os Vinhos de 2.<sup>a</sup> que se habilitarem para embarque, ou consumo: e para os annos seguintes poder-se-hia asseverar que o *augmento d'exportação compensaria qualquer differença que por ventura aiudo se podesse objector.*

The following is the translation of the passages printed in *Italics* :

1. It is requisite that what is at present so vexatious and oppressive in the restrictive system be abandoned.
2. That the best remedy of all for the evils weighing on the Douro farmers and merchants would be to revoke all the imposts levied on both.
3. That on account of the excellent quality of the wines of vintage 1851, and in order to remedy the evil already done by the inferior wines of 1850, 40,000 instead of 20,000 pipes of the former vintage are required for exportation to Europe.

(Signed) J. R. Thompson (Sondeman & Co.)  
F. d'O. Chamiço (Bruno Silva & Co.)

Dated Porto, 20 February, 1852.

(C.)

*Porecer do Comissão Especial de Vinhos do Douro eleito pela Direcção da Associação Commercial do Porto.*

A Comissão eleita pela Direcção da Associação Commercial do Porto, para rever a actual legislação sobre Vinhos do Alto-Douro, e propôr as alterações, que pareçam conducentes ao melhoramento de tão preciosa producção, tem a honra d'apresentar o resultado das snas pesquisas, e de submeter á illustrada consideração da mesma Direcção, as providencias reputadas mais urgentes, para arrancar da miseria a que está redusido, e da incertesa que o acabrunha,—o mais valioso ramo da industria nacional.

A Comissão, comprehendendo perfeitamente o melindre, e a importancia da tarefa que lhe fôra commettida, andou com mais pausa, do que pedia a anciedade publica; porém não podia deixar de marchar com toda a circumspecção, para avaliar e resolver as diversas opiniões, apontando aquellas medidas, de cuja adopção a Comissão se convenceu poderem esperar-se felices resultados. Este trabalho era tão ingrato, como espinhoso, pois considerando que os preconceitos sempre militam a favor dos antigos usos, a Comissão encontrou um conflicto d'interesses, por ventura até oppostos ao bem geral, cuja conciliação absoluta se torna quasi impossivel.

Todavia quaesquer que fossem os pontos de dissidencia entre alguns dos vogaes desta Comissão, todos foram concordes que, o erro capital que tolhe a prosperidade de mais rica producção do Reino, é na actualidade o peso dos encargos, a que está *exceptionalmente sujeito o districto vinhateiro do Alto-Douro, quando é axiomático em administração publico, que os tributos, indispensaveis para a dotação do Estado, devem ser iguaes e equitativamente distribuidos por todos os Contribuintes.*

*Do Douro outra tem sido o doutrina applicado. Além de satisfazer os encargos*

geraes de nação, é elle condemnado a vér onerar a exportação do seu vinho com a enorme quantia excepcional de 300 a 400 contos de reis annuaes, que recahem inteiramente sobre 23 a 25 mil pipas de Vinho, que pela barra do Porto sahem para portos europeos; acrescendo a injustiça que mesmo nesta cidade os Vinhos do Douro, destinados ao consumo, pagam o duplo dos direitos lançados aos seus concorrentes do Minho; e que não é permittido ao productor o livre uso da propriedade, aliás garantido pelas leis fundamentaes da Monarchia.

A Commissão que deseja esclarecer a verdade — que não quer fascinar com palavras, e só convencer com a exactidão dos factos,—aberraria do principio, que a si propria se impoz, se omitisse a declaração que uma parte do direito pago na Alfandega, até a concorrência de 150 contos de reis, e mais obra de 20 a 30 contos de reis, dados para o costeio dos arrolamentos, provas e guias, é entregue a um estabelecimento com determinada applicação, que presuppoz a lei beneficiaria o paiz vinhateiro; porém sem analysar ainda que levemente aquella instituição, senão em relação á propriedade que deveria proteger, são opportunas algumas reflexões, para mais seguramente se avaliar a imperfeição da providencia.

No Douro ha uma divisão territorial, chamada a 'Demarcação de Feitoria,' e dentro desse recinto produzem-se Vinhos especiaes, medianos, e infimos ou de ramo. Todos elles, pelo facto de se acharem dentro d'aquella linha divisoria, tem direito a enviar as suas amostras ao Jury Qualificador, composto de delegados da Lavoura, do Commercio, e da Companhia dos Vinhos; o qual as classifica, em 1.<sup>a</sup>, 2.<sup>a</sup>, e 3.<sup>a</sup>. qualidade refugando as defeituosas.

Os Vinhos de 1.<sup>a</sup>. qualidade são destinados para a Europa, principalmente, e pagam no acto da exportação entre 15 e 16 \$000 reis por pipa de direitos;—os de 2.<sup>a</sup>. ficam unicamente habilitados para portos fóra da Europa, com um direito nominat; os de 3.<sup>a</sup>. ficam para consumo, e o refugio para distillação; devendo notar-se que, sendo approvada em 1.<sup>a</sup>. maior quantidade de Vinhos, do que julgue a Companhia, ou o Governo conveniente habilitar-se para exportação, faz-se ao lavrador um corte quantitativo, ficando um tempo e ás vezes mais de ametade (como aconteceu ainda no corrente anno) 'separado,' e sujeito a seguir o destino dos Vinhos premitivamente qualificados em 2.<sup>a</sup>.;—mas não com as mesmas vantagens.

Depois deste complicado processo a Companhia é por lei obrigada a comprar, por taxas que ella estabelece, 20,000 pipas de Vinhos, originalmente qualificados em 2.<sup>a</sup>. e 3.<sup>a</sup>. qualidade, não incluindo os cortados ou separados da 1.<sup>a</sup>. qualidade!

E' esta a protecção de que gosa o Douro—a de pagar maiores impostos que qualquer outra provincia—providencia esta tanto mais gravosa, á vista do excessivo custo do grangeio ou amanho dos Vinhos de primeira ordem, cuja despesa regular ás vezes passa de 15 \$000 reis por pipa,—e nunca baixa de 8 \$ a 10 \$000, negando-se além disso ao lavrador a livre disposição do producto do seu trabalho, e terreno!

A Commissão, sem querer embrenhar-se na demonstração dos defeitos do systema das Provas,—nem encarecer as injustiças, por ventura involuntariamente commetidas, mas que não deixam por isso de causar grandes prejuizos, reconhece que toda a protecção é dada aos Vinhos ordinarios—exactamente áquelles cuja cultura não conviria favorecer, por quanto abrindo-se aos Vinhos de 2.<sup>a</sup>. classe as extensas regiões da Africa, da Asia, da America, e da Oceania com um direito regularmente modico, nem mesmo para essas paragens póde ser levado o Vinho de 1.<sup>a</sup>. qualidade, sem pagar o enorme direito de exportação, que já foi citado. E não póde dizer-se que seja mitigada essa violencia pela prohibição de irem semelhantes Vinhos de 2.<sup>a</sup>. para os mercados da Europa, porque não convindo elles para lá, em rasão de sua qualidade

real, de facto esses portos lhe estavam vedados; e a admitir-se o contrario, a classificação não passa d'uma violencia sem proveito, illusoria, e inconveniente aos interesses da propria lavoura.

Além disso, sendo excluidos como são os Vinhos separados da compra da Companhia, é palpavel que tambem por este lado são protegidos os Vinhos inferiores de 2.<sup>a</sup> e 3.<sup>a</sup> dos quaes uma porção consideravel tem comprador certo por preços avantajados; cuja importancia é satisfeita pelos direitos que só paga á sahida o Vinho de 1.<sup>a</sup> qualidade, para onde quer que agora seja embarcado.

*Demais, havendo-se estabelecido um typo para alcançar o bilhete de 1.<sup>a</sup> qualidade—'que o Vinho tenha para si e para dar,' com baga, assucar, e aguardente artificialmente se arranjam geropigas, ou se fazem Vinhos encorporados, retintos, e fortes, que nas provas usurpam o logar que a natureza lhes negara; e como estas falsificações não pôdem consumir-se senão no paiz, ou em mercados além da Europa menos escrupulosos na sua escolha, os Vinhos finos separados pelo corte, ou que a injustiça lançou fora da sua casa natural, tem de comprar áquelles a habilitação,—pagam-lhes por tanto um premio injusto e impolitico, vindo a satisfazer um imposto indirecto, que tem chegado a importar na enormidade de 19 \$200 reis por pipa!*

*Desta fórma um Vinho baixo confeccionado, ou adulterado se vende muitas vezes por mais dinheiro, que o genuino e fino, só produzido á força de trabalho e d'enormes despesas, nas alcantiladas serranias que orlam o magestoso rio Douro.*

*A consequencia natural deste vicio legislativo tem sido o espantoso augmento da cultura de Vinhos ordinarios, em prejuizo dos superiores, em terrenos aliás susceptiveis d'outras plantaçoens, aggravando-se diariamente os males, não só pela producção legitima de taes Vinhos, mas pela introducção subrepticia d'outros, que todos conjuntamente figuram uma grande superabundancia, que aliás não se daria.*

Ora, sendo impossivel designar na demarcação os logares que dão Vinhos finos, e excluir os outros, inconvenientes ao commercio d'exportação,—nem tão pouco impedir se o contrabando, para dentro do districto na occasião das vindimas,—a Commissão julgou dever recomendar a imposição d'um direito, pelo facto de dar-se o Vinho á prova, aliviando-o no acto da sahida pela barra; e a formação d'um cadastro, para averiguar a maxima producção regular de cada quinta demarcada, com o fim d'affugentar d'aquelle processo os Vinhos ordinarios, e restringir d'algun modo a quantidade qualificavel.

A Commissão já fez vêr quaes são as classes em que é posto o Vinho do Douro, e o destino que a lei lhes marca.

*O fim desta providencia era restringir a quantidade do Vinho d'embarque para a Europa, cujos consumidores se suppoz poderiam paga-lo por maior preço, provendo o mercado abundantemente de Vinhos de outro modo qualificados para os portos do Mundo-novo, da Asia e Africa,—porém tem mostrado a experiencia que, subsistindo a actual divisão dos armazens de 1.<sup>a</sup> e de 2.<sup>a</sup>, separados pelas aguas do Douro, aquella disposição, sem discutir a sua utilidade ou inutilidade em outras epochas, torna se hoje prejudicial aos verdadeiros interesses da Lavoura do Douro, por quanto não permite ao negociante honrado fazer a escolha de Vinhos, que a freguezia lhe pede, e só dá essa liberdade ao traficante que, a despeito de toda a vigilancia fiscal, consegue mudar ou trocar as diversas qualidades a seu bel-prazer; resultando uma carestia artificial, e illusoria. A estagnação do Commercio de ha perto d'um anno, provêm inteiramente da elevação dos preços de Vinhos inferiores, embora qualificados de 1.<sup>a</sup> ordem. Os mercados inglezes, e outros pedem-nos Vinhos por preços de £ 18 e £ 20, que dariam bom lucro ao productor e exportador, se não fossem as alcavalas, que em parte ficam*



enumeradas, e que tolheu semelhante exportação. Foram estas as causas de pedir-se a insistencia na execução literal d'um tractado, a qual semeou a desconfiança entre os compradores, que se tem conservado na expectativa, em quanto progrediam as reclamações; com grave prejuizo desta praça, que não teria tão galhardamente resistido a tão grande empate, a não ser a sua comprovada solidez.

*Esta circumstancia, ao passo que faz accumular os nossos depositos, quer de 1.<sup>a</sup>, de 2.<sup>a</sup>, ou de consumo pela falta d'uma regular extracção, tem feito introduzir, nomeadamente em Inglaterra, uma grande porção de Vinhos, que mui bem imitam os nossos, e que pela sua venda debaixo do pseudonimo de = Porto = tendem materialmente a desacreditar aquelle, que tem um direito innato a essa denominação; — e quiçã, sendo tão caprichoso o paladar humano, a nossa culposa pertinacia poderá effectuar uma completa mudança no gosto do consumidor, e vir a ser-nos fatal.*

*Não se limitam a isto os males.*

*A disparidade do preço relativo entre os Vinhos chamados de 1.<sup>a</sup>. e os de separo e de 2.<sup>a</sup>. (sem haver differença real de qualidade, e só imaginaria, ou de baptismo), e a enorme differença de direcção de exportação nas duas classes a ella habilitadas, despertaram a idéa de mandar Vinhos separados, ou de 2.<sup>a</sup>. para os mercados europeus, por via da America; porisso que a despesa extraordinaria desse rodeio, que importava em 6 \$ a 8 \$ 000 reis por pipa, ajuda era vantajosamente coberta pela differença de custo e de impostos, montando as duas verbas a perto de 36 \$ 000; o que dava uma margem ao especulador de 28 \$ 000 a 30 \$ 000 por pipa. Conhecendo se que esta estrategia desequilibrava o commercio regular, promulgou se apressadamente o mal combinado Decreto de 29 de Maio, contra cuja violencia esta Commissão já deu o seu parecer, porisso que, sem impedir as carregações indirectas, elle veio seriamente estorvar o Commercio de Vinhos para os nascentes mercados da America e da Australia; e sujeitar os carregadores a fianças, e ominosas penas, quando não podessem cumprir com alguns dictames da lei, reconhecidamente inexequiveis.*

Compenetrada pois da inconveniencia de haver duas qualificações para exportação, a Commissão recommenda que haja só uma classificação para embarque, e que, para conservar o deposito dentro dos limites aconselhados pela experiencia, a quantidade annualmente habilitada para exportação, não seja nem superior nem inferior á da sahida do anno precedente; ficando o resto dos Vinhos em consumo.

Não são estes por ventura os unicos embaraços da conservação de duas qualidades d'exportação, quer sejam iguaes quer differenciaes os direitos por sahida. A Commissão repudiando do intimo do seu coração o pensamento de dar o mais ligeiro apoio a qualquer pretensão injusta, aonde quer que appareça, não ignora que a interpretação do Tratado com a Grã-Bretanha tem tornado questionavel, se nos assiste o direito de continuar o actual systema. Está além da alçada da Commissão a resolução deste problema, porém não pôde elle deixar de lembrar, que as continuas duvidas, por esta razão suscitadas, tem sido sobremaucaira prejudiciaes á Lavoura e ao Commercio, pela incertesa e desconfiança que crearam; e é este mais um motivo que indusiu a Commissão a propôr uma medida, que d'uma vez cortasse pela raiz um mal, que no decurso dos ultimos oito ou dez annos tem rido consequencias bem desastrosas e incalculaveis.

A Commissão conhece que á face de todos os economistas, e publicistas, é insustentavel o principio de se tributar a exportação de qualquer genero nacional; e se outras considerações não houvessem de ser pesadas, ella diria que tanto a Lavoura como o Commercio, cujos mutuos interesses se acham presos por laços indissolveis, usasse de toda a sua influencia para conseguir a emancipação do Vinho do Douro, respectiva-

mente aos direitos a que actualmente é obrigado; porém considerando as circumstancias do Thesouro, elle não duvidou propôr um imposto geral que, sem pôr em risco a extracção do genero, pelo outro lado approximadamente cubra os redditos, que o Estado está acostumado a derivar da exportação do Vinho do Douro; devendo declarar que, *se o Governo não pôde prescindir de obra de 150 contos que hoje delle cobra, essa importancia deveria ser igualmente repartida por toda o Vinho produzido no paiz*; pois orçando a cifra de produção por um milhão de pipas, 200 reis em pipa preferia a somma precisa, sem continuar tão odiosa parcialidade.

Nesta conformidade a Commissão recommenda que o direito seja só um, repartido no acto da armazenagem e da sahida do Vinho d'embarque. A Commissão persuade-se que este imposto, ainda que disproporcional que o compagam por sahida os outros Vinhos do Reino, menos o da ilha da Madeira, que tambem se diz protegido, não é tão pesado que Venha a affectar a Lavoura, pela menor exportação de Vinhos para o Brasil, os Estados-Unidos, ou a Australia, cu quanto que *ella lem mais que bem fundadas esperanças, que a redução das direitos, e a remoção das alcavalas, das peias, e vexames que hoje flagellam o Cammercio, cooperarão efficazmente para muito augmenlar a sahida de Vinhos para os mercados europeus, e outros que igualmente os pedem de qualidades superiores, actualmente sujeitas ao direito de 15 a 16 \$ 000 reis por pipa.*

A Commissão tambem pareceu justo que não houvesse nos armazens de deposito distincção entre Vinho, geropiga, ou aguardente, e que esta pagasse por entrada u mesmo direito que o Vinho, quando esse direito seja convenientemente reduzido; assim como de se abonar um rasoavel desfalque aos Vinhos em deposito.

Relativamente ás existencias, se por ventura as providencias enumeradas forem convertidas em lei, a Commissão, prestando homenagem a direitos adquiridos, e reconhecendo que as leis nunca devem ter effeito retroactivo, recommendaria que os Vinhos de 1.<sup>a</sup> qualidade, desde logo fossem considerados como legaes d'embarque, assim como os separados da ultima novidade, e que aos de 2.<sup>a</sup>, se marcasse um praso rasoavel para a sua exportação, conservando-lhes todos os seus direitos, e facultando-se-lhes por outro lado a passagem para embarque, mediante um certo tributo, ou animando-se seu despacho por meio d'um abatimento consideravel dos direitos de consumo.

A Commissão tambem resolveu lembrar a conveniencia de se reduzirem e igualarem os direitos para consumo sobre Vinhos, geropigas, ou aguas-ardentes, qualquer que fosse a sua procedencia. *Havendo dados seguros para calcular-se o gasto da cidade em 30,000 pipas, causa espanto que só se costumem pagar direitos sobre menos de 18,000 pipas, devendo o resto ser extraviado!*

A Commissão argumenta por isso que se se diminuisse o incentivo para o contrabando, não só a baratesa do genero convidaria a maior consumo, e impediria falsificações; mas recebendo-se um direito embora mais modico sobre uma muito maior quantidade, assim seria recuperada a differença do imposto para menos que é recommendado. Na Commissão vogou a idéa que esse direito fosse geral de 4 \$ 000 reis em pipa sobre todas as bebidas espirituosas, consumidas dentro das barreiras desta cidade.

#### EM CONCLUSÃO A COMMISSÃO E' DE PARECER

1.<sup>o</sup>. Que todos os Vinhos e geropigas manifestadas no Douro dentro da actual demarcação, paguem no acto de serem dadas á prova a quantia de mil-reis por pipa.

2.<sup>o</sup>. Que se proceda no Douro a um Cadastro de produção, das quintas dentro da actual demarcação, que deverá ser revisto biennialmente.

3º. Que só haja duas qualificações, uma para embarque, e outra para consumo.

4º. Que excedendo a quantidade qualificada para embarque a da exportação do anno anterior, o excesso seja rateado e ahatido proporcionalmente á quantidade total de Vinho qualificado, e passe para consumo.

5º. Que cesse esta providencia por determinação do Poder Executivo com audiencia das Corporações interessadas, logo que os depositos manifestados no Douro, Villa Nova e Porto não excedam o duplo do termo medio da exportação dos 5 annos antecedentes.

6º. Que se acontecer ser a quantidade approvada menor que a da exportação do anno precedente, se habilite para exportação a quantidade necessaria em rateo geral pelo Vinho que ficasse para consumo.

7º. Que todo o Vinho e geropiga d'embarque pague no acto da entrada 1 \$500 reis por pipa, e mais 500 reis quando exportado.

8º. Que nos armazens de deposito haja uma unica couta para todos os liquidos, e se lhes abone uma rasoavel porcentagem para desfalques.

9º. Que todo o Vinho que neste anno fosse qualificado em 1ª. fique sendo considerado d'embarque, sem attenção ao corte quantitativo, que já foi determinado (mesmo tendo sido guiado para esta cidade) e o que tem sido qualificado em 2ª. possa ser guiado para fóra da Europa, pagando o direito de 500 reis, dentro de 18 mezes depois da publicação da Lei; ou ficar depois para consumo.

10º. Que o Vinho qualificado em 2ª., e existente nos depositos do Douro e Porto, igualmente possa ser exportado para fóra da Europa dentro do mesmo praso, e com o mesmo direito.

11º. Que os Vinhos de 2ª. qualidade que dentro de 3 mezes depois da publicação da Lei quizerem passar para consumo, gozem do favor de 40 por cento d'abatimento sobre a totalidade dos direitos.

12º. Que os Vinhos de 2ª. qualidade que dentro deste mesmo praso quizerem passar para embarque paguem logo o imposto de 8 \$000 reis em pipa.

Porta em Commissão 1º. de Março de 1852.

Manoel de Clamousse Brown, Presidente—E. Moser, Secretario-Relator—Joaquim de Souza Guimarães, Secretario, vencido em parte—Barão do Seixo, vencido—Barão do Bulhão, vencido em parte—Jose João de Silva Azcvedo—Barão de Massarellos—*J. R. Thompson*—R. Woodhouse—Jose Allen—Francisco d'Oliveira Chamlço—Jose Maria Rebello Valente—*M. J. Ellis*—Antonio Gomes dos Santos, vencido em parte.

The following is the translation of the passages printed in *Italics* :

1. The weight of imposts to which the wine-districts of the Alto-Douro alone are subjected ought to be equally distributed over the whole country.

2. But with the Douro a very different doctrine has been applied. Instead of only figuring as a portion of the nation, it is condemned to witness the 23,000 or 25,000 pipes of wine exported to Europe burthened with the enormous exceptional sum of 300,000 mil-reis to 400,000 mil-reis per annum.

3. In the Douro is a territorial division called the Demarcation of the Factory, and within this precinct 'good, better, and best' wines are produced. All these, from the simple fact of being grown within the divisional line, are entitled to be sent to



the qualifying jury, by whom they are classified as first, second, and third quality, or refuse, as the case may be.

4. The wines of the first quality are destined for Europe, and pay an exportation duty of from £3 to £4 per pipe; those of second quality for ports out of Europe, at a nominal duty; those of the third quality for home consumption; and fourth, or refuse, for distillation. It must be observed, that if perchance a larger quantity of first quality wine has been found by the tasters than the Company judges expedient, a quantitative 'corte' (or lopping off) is effected, one-third or sometimes one-half being reduced to second quality, and added to those wines which, from the first, were set aside for ports out of Europe.

5. Moreover, it being an established rule that the type through which a bilhette of first quality may be obtained, is that the wine possess qualities enough for itself, and to spare for mixing with other wines, being made up of elder-berry, sugar, brandy, and jeropiga, to produce body, colour, and strength, so as to be entitled at the 'provas' (the tastings) to a place that they otherwise were denied by nature; and as all these falsifications cannot be consumed except in Portugal itself, or in markets out of Europe, where the people are less scrupulous in their selections, the really fine wines that have been separated by the 'corte,' or are in second quality, may be brought up to the first quality by the payment of an indirect impost of about £4 per pipe for the purchase of the bilhette of qualification.

6. Thus a low confectioned or adulterated wine often sells for more money than a fine genuine wine which has been produced at such great labour and cost on the rugged rocks of the majestic Douro.

7. The natural consequence of this vicious legislation has been the wonderful augmentation of the cultivation of ordinary wines.

8. The aim of all these regulations is to restrict a certain quantity of wine for Europe, whose consumers, it is supposed, may be made to pay for it at a higher price. The honourable merchant is not allowed to select such wines as his customers require of him; but the dishonest trader is invested with full liberty, in spite of all fiscal vigilance, to change or move the different qualities at pleasure, resulting from all this an artificial and delusive scarcity.

9. This circumstance has caused many wines in imitation of those of Portugal to be introduced into England, where, being sold under the pseudonym of port, they throw discredit upon the real wine; and from the capricious taste of the human palate, the culpable pertinacity of the Government may cause a complete change to take place in the taste of the consumer, which to us may be fatal.

10. But the evils do not end here.

11. The disparity in the relative prices of the first and the second quality wines is merely imaginary, or in name, and the enormous difference in the exportation duties on the two classes gave rise to the idea of shipping the wines classified as seconds to Europe *via* America.

12. If the Government cannot do without the duties raised on wines to Europe, let the amount of the 150,000 mil-reis (paid to the Company) be distributed in just and equal proportions on all wine produced in the country.

13. That there are well-founded hopes that a reduction of the duties, the removal of the vexations and annoyances which are a curse to the trade, would efficiently conduce greatly to augment the exportation of port-wine to European markets, and others who seek for wines of superior quality, but which are actually saddled with a duty from £3 to £4 per pipe.

14. That they have good reason to calculate that the consumption of wine in the city of Oporto is 30,000 pipes per annum, and that it is a matter of astonishment that seldom more than 18,000 pipes pay the octroi duties (town dues).

(Signed) Manoel de Clamousse Brown.  
*J. R. Thompson* (Sandeman & Co.)  
 R. Woodhouse (Smith, Woodhouse, & Co.)  
 J. Allen (Allen, Gubian, & Co.)  
*M. J. Ellis* (J. and W. Graham, & Co.)  
 Bruno Silva & Co.

Dated Porto, 1st March, 1852.

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(D.)

The following is a Memorandum of the Requisition made by British Merchants at Oporto, to Her Majesty's Consul in that city, praying him to take steps to obtain relief for them from certain grievances in respect of the port-wine trade.

*To Edwin John Johnston, Esq.*

Sir,

We, the undersigned British merchants, exporters of port-wines, beg to lay before you a short statement of the grievances under which we labour, both as the representatives of the consumer in Great-Britain,—in being subjected to an export duty and other burdeus, varying from £ 6. 10s. to £ 7. 10s. per pipe, from which all countries not in Europe are exempt,—and as traders to the British colonies, the United States of America, and other countries in Asia, Africa, America, and Anstralia, from the enforcement by the Portuguese Government of their decree of the 29th May, 1850, by which we are compelled to sign a bond, on shipment of wines of so-called second quality, to all such countries,—to present within a specified time, under a penalty of £ 7 per pipe, certificates of the landing of the wines at the ports of discharge, of the payment of the consumption duties there, and that such wines have not been re-exported to Europe within four months after the payment of these duties. It is clear, sir, that our trade for the *bonâ fide* consumption of these countries is thus subjected to very serious drawbacks and expenses, such as loss of interest of money, leakage, deterioration in value, store rent, loss of market, and many others, besides the serious liability above mentioned, while it is often found impracticable to comply with the strict letter of the law, there being many cases in which the Custom-House authorities at the ports of discharge have refused to grant more than a certificate of landing and payment of the duties; and so far from being satisfied with full compliance with the spirit of the law, there are instances in which the Portuguese officials have refused to accept certificates showing that the consumption duties had been paid and no application had been made for drawbacks within four months thereafter, because they did not declare, in as many words, that the wine had actually not been re-exported during that time.

Although the object of the law is to prevent these wines finding their way to England, at a cost less than the difference between their value on board per pipe, and what that value would have been for the same wines put on board for England (a

difference, as we have already said, varying from £6. 10s. to £7. 10s. per pipe), there is no exception made in favour of ports not in Europe, however distant, such as those of Australia, California, &c., although it is clear that all wines shipped to such ports must be *bond fide* intended for the consumption of those countries, inasmuch as their re-exportation to England would be attended by an expense much exceeding the above-specified difference in value.

But, sir, we beg to call your particular attention to the fact that all these grievances and burdens are imposed for the sole purpose of excluding from the British market a class of wines which we conceive the British consumer has a right to receive on payment of the same export duty as that levied on the same when shipped to any other country.

The spirit of the treaty of 3rd July, 1842, is clearly that the British nation shall be put in every case, without exception, on the footing of the most favoured nation: so undeniable has this principle always been, that, shortly after the treaty was signed, Her Majesty's Secretary of State for Foreign Affairs stated by letter to a British merchant of Oporto, that Her Majesty's Government had claimed from the Portuguese Government the equalization of the duties.

In the fourth article of the treaty it is expressly provided, that no duty, restriction, or prohibition shall be imposed upon the importation and exportation from one country to the other of the goods and produce of each, which shall not be imposed on goods of the same kind when imported from or exported to any other country; and the high contracting parties bind themselves not to grant any favour, privilege, or immunity, in matters of commerce and navigation, to the subjects and citizens of any other state which shall not also and at the same time be extended to the subjects of the other party. We conceive, therefore, that the wines called of second quality are wrongfully withheld from the British market, in not being allowed to be exported at all, while their exportation is permitted to all countries not in Europe at the nominal duty of 6*d.* per pipe.

It is a fact, sir, too well known to require proof from us, that the wines called first, and those called second quality, are precisely the same, being in a great measure part of the same tonels originally classed as first quality, at the pleasure of the official tasters, and subsequently divided into first and second qualities, in proportions varying from one-fourth to three-fourths, for the purpose of raising the price of wine to the British consumers; the part called second quality deteriorating in value £3 to £4 per pipe, and being exportable to all countries not in Europe at a duty of 6*d.* per pipe; while the part classed as first quality becomes dearer in the same proportion, and is subjected, moreover, to an export duty of £3. 10s. per pipe,—thus establishing a difference in cost on board, for identically the same wine shipped to England, and to countries out of Europe, of £6. 10s. to £7. 10s. per pipe, or, in other words, a tax to the British consumer of £180,000 per annum. Nay, so purely theoretical is the dogma that wines are chosen for England for their superior quality, that, there being no impediment whatever to the transfer of qualifications, it follows that in practice wines of second, nay, of third and fourth quality, may be and are shipped to England, the only condition being that they shall cost the British consumer £6. 10s. to £7. 10s. more than they cost the subjects or citizens of any other country not in Europe. We have said, sir, that we consider the prohibition to export wines of so-called second quality to be a direct infringement of the 4th article of the treaty, nor can we see that the 15th article contains anything to neutralize the effect of the 4th.



The object of the 15th article is clearly to secure to the British subjects within the dominions of Portugal free and unrestrained permission to buy and sell without being obliged to give any preference or favour in consequence of any monopoly, contract, or exclusive privilege of sale or purchase.

It is therefore exclusively as far as regards such liberty to buy and sell within the Portuguese dominions, as defined in the first part of the said article, that an exception is made in the latter part of the same in favour of the special regulations then in force, or which might thereafter be enacted, with a view solely to the encouragement and amelioration of the Douro wine-trade. The moment, however, that these regulations become exceptional in favour of any nation, much more when they are interpreted to extend to a right to impose differential duties, or prohibit exportation to Great-Britain which is permitted to other countries, we conceive that Her Majesty's Government has a right to insist, by virtue of the stipulations in the 4th article, that the same favour, privilege, and immunity be extended at the same time to Great-Britain; and that "no duty, restriction, or prohibition shall be imposed on the produce of Portugal to Great-Britain that is no longer imposed on the same with respect to other countries."

We therefore request, sir, that you would be pleased to take such steps as you may think best calculated to obtain relief for us from the grievances above stated, and especially by causing Great-Britain, in respect of the port-wine trade, to be put on the same footing as the most favoured nation.

We have, &c.

(Signed) <i>Hunt, Roope, Teage, &amp; Co.</i>	Offley, Webber, & Cramp.
<i>Sandeman &amp; Co.</i>	Rawes & Tait.
<i>W. &amp; J. Groham, &amp; Co.</i>	Osborn Brothers.
<i>Taylor, Fladgate, &amp; Co.</i>	T. J. Smith.
<i>Cockburns &amp; Co.</i>	Smith, Woodhouse, & Co.
<i>Gould, J. Campbell, &amp; Co.</i>	Merrogh, Walsh, Jones, & Co.
<i>Lambert &amp; Co.</i>	Robert Reid.
<i>C. H. Noble &amp; Murot.</i>	R. H. Russell.
<i>J. T. Quillinan.</i>	Kingston & Sons.
<i>Worre &amp; Co.</i>	Emanuel de Clamousse Brown.
<i>Rocher, Wigham, &amp; Co.</i>	Henry Donaldson & Co.
<i>W. G. Roughton.</i>	Henry Wilcock.
<i>Butler, Nephew, &amp; Co.</i>	Jas. Allen, Gubian, & Co.
<i>Tooke &amp; Co.</i>	Thomas Archer.
<i>Martinez, Gassiot, &amp; Co.</i>	George Whistler.
<i>Burmester &amp; Co.</i>	Joseph James Forrester.

Dated Oporto, 16 January, 1852.

*Note.*—The signatures in *Italics* are of the same houses who signed the Document (No. 2, of this evidence) to the contrary effect.

249. You wish also to supply deficiencies in regard to the survey of the river Douro, which you gave on a former occasion?—If the Committee will permit me I shall be much obliged. The statement I wish to make is as follows: "*The River Douro.*—This work is intended to

represent 'The Portuguese Douro, with so much of the river as can be made navigable in Spain.' It is ten feet in length by two feet two inches in breadth, and embraces a plan of the River Douro, from above Vilvestre in Spain to St. João-da-Foz (the mouth of the river), on a scale of  $4\frac{1}{2}$  inches to the Portuguese league. The adjacent country, to the extent of a quarter of a league on either bank, is carefully delineated. The depths, shallows, banks, rocks, pontos, marks for the guidance of the arraes, and every object on the river which is deserving of attention, are described by a simple mode of colouring, and by appropriate signs, which are succinctly explained in a Table of references. Besides this, there are Tables showing the distances by land or by water between any two places noted on the map, the different points to which the river has been navigable at different periods, that point to which it is now navigable, and that to which it may be made navigable in Spain: the course of the river, its margins, the obstacles at the different pontos, and places of the greatest interest, are illustrated by these sketches; also the Wine-Company's demarcation in the Alto-Douro, and the extensive country beyond that demarcation, where vines to any extent may be produced; and in order to indicate the time necessary to descend the river in any particular part, both in summer and winter, a small map is added on a scale of half an inch to the league, displaying the river and all its sinuosities. The pontos, and also all the ferries, are enumerated in separate Tables." *The Alto-Douro Wine-Districts.*—

"This map is on the same scale as that of the River Douro. The configuration of the ground is represented as it would appear as seen from a balloon passing over it. The vineyards, Company's demarcation, the Upper Corgo and the Lower Corgo, the beautiful Quintas producing wine outside the legal demarcation, the ferries, and the usual information conveyed in works of this description, I have endeavoured to define in this map. The indicator is a simple invention of my own, by which at a glance the traveller (who may not be conversant with the Portuguese language, and consequently unable to ask questions in that language) may, with the greatest ease, not only find his way from place to place, but ascertain exactly how long his journeys may occupy him on mule-back." I have only one further observation to intrude upon the Honourable Committee, which is, that if they would wish themselves to form a judgment of the productions of the respective districts described by me, namely, the Lower Corgo, the Upper Corgo, and the Middle District, I have brought here some phials of the beautiful produce of the year 1851, as well as, at the suggestion of one or two of the Honourable Gentlemen present, a sample of the deepest coloured wine that can be produced in the wine country, without any adventitious

mixture, as well as a sample of that celebrated adulterative nectar commonly known by the name of Jeropiga, which is made in large quantities, yet not by any means for sending to this country, but as a staple article of commerce with the United States, where, as in my former evidence, I distinctly stated, that this Jeropiga was consumed to a large extent, and was generally shipped under the name of "pure juice." This is a description of the samples which I have produced, which, with your permission, I will read, as it describes the matters in question. "Sample No. 1 is of the last vintage of 1851, and was produced in the Lower Corgo, on one of those ancient vineyards from which this country used, above a century ago, to be supplied with ports; wine, however, as I had the honour to state on Thursday last, such as in the present day the British consumer is altogether unacquainted with. This is the wine reserved for home consumption in Portugal, and is not allowed to be exported. This sample of course was in refugo. No. 2 is also of the last vintage, produced in the Upper Corgo, forming an extraordinary contrast to its predecessor. This obtained a first quality. No. 3, still of the same year 1851, is the result of a blending of grapes of different characters from both districts during the vintage, and through which means, by using the necessary care in the making, the most perfect and delicious wine may be produced. In my 22 years' experience of vintages I never saw any port-wine equal to this sample, and yet the tasters classified it in second quality. No. 4 is made principally from the Souzão grape, which imparts the darkest colour of all the Douro grapes used for wine. But the wine requires much brandy for its preservation, and is deficient of bouquet and flavour. No. 5 is the adulterative nectar, Jeropiga. Both these last having the qualities *para si, e para dar*, were of course classified in first quality."

250. You have mentioned in your evidence that elder-berry is used freely in Portugal for the purpose of dyeing the wine and giving it the blackness which is so much desiderated; do you mean that the juice of the elder-berry is not also used for the purpose of making the wine itself?—It is certainly not so used.

251. In what way is the elder-berry used for the purpose of dyeing the wine?—In a dry state, dried in the sun, or, during wet weather, in kilns; that is also made use of for those very dark wines which are called for from America and the Brazils, and even for the Lisbon market. It is sent in large quantities to the Lisbon market for colouring the wine sent out to the Brazils.

252. Is it simply thrown into the vat?—No; the wine is thrown upon the husks of the elder-berry, and hence the colouring matter is extracted by being trodden upon by the men who tread the grapes.



253. You did not state whether the Portuguese Government levied the same duties on Jeropiga as on other wines grown there?—Some time ago they allowed Jeropiga to come to any port in Europe free of duty; that is, paying 6*d.* a pipe; but in consequence of the remonstrations,—I will not say of myself, but certainly the remonstrations caused mainly by some of my writings as to the great injury that would result, and the pernicious tendency if such an opinion went abroad that those adulterated articles were made for the purpose of mixing with the bulk of the wines exported from Oporto, and which came to this country,—it being thought that such a circumstance would operate very much to the prejudice of the port-wines amongst the British consumers, the duties were raised to £3. 8*s.* or whatever the amount of the wine-duty be, per pipe; and now any Jeropiga coming to this country must pay the *bilhette*: hence the Portuguese Government have, apparently in protection of the credit of the trade, and for those reasons I have alleged, declared that all Jeropiga must pay now the same export duty and impost as wine, viz. about £6. 10*s.* per pipe to ports in Europe, and 6*d.* per pipe to ports out of Europe.

254. Therefore at present it pays duty in all respects as wine?—Yes, as wine.

255. The duty which it pays of 6*d.* in going to America, being a duty payable alone in respect of wine, whilst the Jeropiga imported into this country or countries of Europe is subject to that variety of charges amounting altogether to nearly £6. 10*s.*?—Yes; Jeropiga exported to any country in Europe pays the same duty as wine.

256. Sir J. E. Tennent.] I see in the course of your evidence here that you have considered the matter irrespective of the probable effect upon the revenue of this country?—I think there is only one exception. I think generally the exception that I made was, that if the £6 a pipe were not taken off from the wines of Oporto, that the consumption of port-wines in this country would not increase, and that consequently I had no hopes that the revenue would be benefited by it.

257. In the recommendation which you have made to this Committee, of the reduction of the duty from 5*s.* 9*d.* to 1*s.* a gallon, have you considered the probable effect which that would have upon the revenue of this country, and are you prepared to record your opinion upon it?—I have; I refer almost exclusively to the port-wine trade, and as I have endeavoured to convey in my former evidence, that I make it a *sine quid non* that the £6 export duty and impost shall be removed from the port-wines exported from Oporto, otherwise I am perfectly convinced that whatever change may take place in the duties of this country, that as regards port-wines, such change will not

materially increase the consumption, and that consequently in that respect the revenue must be seriously injured; but repeating what I before declared in evidence, my positive conviction is, that if the British publick can be permitted to drink those fine, beautiful, simple, health-exhilarating wines which now they are not permitted to taste, but which are reserved for the royal table as well as for the table of the peasant, but which by law no human being is permitted to taste out of the country,—that if the duties and imposts were removed, those wines would come into this country, and that the humbler classes who desire to have the best wines, or good wines, could have those good wines at a very cheap rate indeed; and I think the consumption would be increased to such an extent that the article of port-wine alone would, in my opinion, make all the change that you could expect in the revenue as regards the wines of Portugal.

258. I take it for granted, then, from the tenour of that reply, that what you look to, to replace the duty, will be a revenue from a new class of wines not now introduced into this country; but in answer to Question No. 21, you have stated it is not your opinion that any material difference would take place with regard to the present highly priced wines of Oporto?—That is my decided conviction.

259. Then a considerable time would probably elapse before the introduction and creation of a taste for those new wines could replace the revenue to be displaced by its production?—Of course time must be allowed; I cannot think it would have such an immediate effect.

260. Then do you suppose the increased consumption of those new wines would be in addition to or to the displacement of the present consumption of British spirits and British ale?—I do not know that it should be considered in that light altogether; I think that parties who could afford to spend their 1s. a day, instead of drinking two pints of ale perhaps might take one; so far that would prejudice the sale of ale; but I think he would take his bottle of wine for the good of his health and that of his family.

261. And the consumption of spirits; how do you conceive that would be affected by your contemplated change?—Not at all, because those who would take this bottle of unsophisticated wines are not men who would drink brandy and spirits; it is so totally distinct from anything like the intoxicating liquors taken in large quantities, that I think it would not affect it in the slightest degree; there would be an increased consumption, as a new necessity created.

262. But without any diminution in the present existing consumption of British spirits?—Not of spirits.

263. *Chairman.*] I think you stated that there has been no material increase or decrease in the consumption of port-wines in this country from a very early period?—There have been exceptions to the rule during the different changes of the rates of duties in this country; there have been exceptions certainly, but the average is for an immense number of years, by the statisticks laid on the table, proved to be pretty nearly the same.

264. I thought I understood you to say that the port-wine drinking class were a peculiar class, who would, in your opinion, remain much the same whether the duties were changed or remained as at present?—As regards the use of wine at present called port-wine; the others I take the liberty to mention would, I consider, be a totally different class of wine for a totally distinct class of consumers.

265. Therefore, the consumption of what are called port-wines remaining the same, and the duties being reduced from 5*s.* 9*d.* to 1*s.*, there would be a loss of revenue in respect of port-wines?—Unless those duties were taken off at Oporto, as I have before endeavoured to convey.

266. My question is this: are you of opinion that the consumption of what are called port-wines in this country is neither increasing nor decreasing, but likely to remain stationary whatever the price of that wine may be?—If the duty remain the same to all other wines, with regard to port I am of opinion that there can be no difference; if this £6 be taken off, all wines would be on the same footing, and might fairly compete with each other on their own merits.

267. Do you think that the reduction of the duties, export and import, or import alone, would tend to any increase in the consumption of what we call in this country port-wine?—Permit me to explain, in the best way I can; I have already stated that there is a charge and impost of duty, which we have called £6, upon all wines that come to this country. It is acknowledged that the duties in this country on imports are the same upon all foreign wines. I believe I have already stated that I do not think that the class of wine called port-wine will materially increase under existing circumstances; but I do think that wine, as wine, would materially increase, even if the duties remain as they are, if this £6 were taken off at Oporto, but nothing to the extent that it would increase if this new taste were established.

268. Reverting to the question I put to you some time ago, you are of opinion that the revenue derived from the high-priced wines of the north of Portugal, and upon those wines alone, will be diminished by the proposed reduction of 5*s.* 9*d.* duty to 1*s.* duty?—Most decidedly.

269. At the same time you think that the large introduction that



would immediately ensue of delicious popular and low-priced wines into this market, now excluded by reason of the high duty, would more than compensate for the loss of revenue suffered in respect of the high-priced port-wines?—Certainly.

270. *Mr. Jackson.*] Assuming the export duty is taken off, and the import duty reduced from 5*s.* 9*d.* to 1*s.*, how long do you think it would take for the growers of wine in Portugal to be able to meet the increased demand from this country caused by the reduction of the import duty?—Not an hour.

271. Do you consider the quantity now grown in Portugal sufficient to meet any extraordinary demand that may arise from this country, of those low-priced but good and sound wines you have alluded to?—Fully so; that is, the supply would keep pace with the demand.

272. What quantity do you think they could supply to this country, giving us the quantity in pipes, in addition to what they now send, provided the export duty is removed, and the import duty reduced to 1*s.*?—An unlimited one, providing the Wine-Company's restrictions are made to cease.

273. Then if the increased demand, arising from the taking away of the export duty, and the removal of the import duty down to 1*s.*, was to take place immediately, it would immediately fall upon the revenue of this country?—Certainly.

274. Do you think it would fall to the extent of the increase equal to the reduction; that is, do you think six gallons would be drunk where one is drunk now?—Not immediately; certainly not; time must be allowed for the new measure to operate.

275. In this country?—Most decidedly.

276. Then the time you allude to as requisite to bring into operation the altered state of circumstances, did not apply to Portugal, but to the consumers of this country?—Yes, to this country.

277. *Chairman.*] I believe I need not ask you whether the answer you made just now to a question put by the Honourable Member on my right, on the subject of the export duty, had reference solely to port-wine, for I think I understand from your former evidence that those export duties are confined to the wines within the ambit of the Royal Oporto Wine-Company, and do not in any way regard the wines grown elsewhere, or out of that jurisdiction?—Confined to those wines alone.

278. And of that district alone?—Of that district alone, including the first quality set aside by the Royal Oporto Company.

279. *Sir J. E. Tennent.*] Then your anticipation is, that the new class of wines to be introduced into this country, to so large an extent

as would replace the displaced revenue, will be the red-wines of Portugal, and not the white?—Certainly.

280. Mr. *Scott.*] With reference to an early part of your evidence, you stated, when you were last before the Committee, that the price of wine about the period of 1780, and between that and 1790, was as low as £20 a pipe, but I do not think that you have informed the Committee fully to what reasons you would attribute principally the great rise in the price of port-wine in this country since that period; I should like you, from your experience as a grower, to state whether you attribute all or any part, and what part, to the export duties and imposts?—When I offered my last evidence I endeavoured to make it very clear that great changes had taken place in the present century; that a different class of wines had been called for; that a further and additional district had been added; that the plants were no longer the same; that in order to produce wines according to the taste then called into existence, vines had been imported from other countries for the purpose of communicating body and colour to the new wine. Those vineyards are planted in districts where a pipe of wine cannot be raised under 150 to 200 per cent. above the price of those wines I should wish to see used in this country, and under all those circumstances the value of the property has materially increased, and, added to the expenses alluded to, materially enhance the first cost of the wine.

281. Have you any data by which you can inform the Committee in what proportion the additional cost to the producer has increased the cost of wine to the consumer in the interval I have mentioned?—I cannot at this present moment call to mind the different epochs when these changes have taken place.

282. I do not ask the dates; I ask for the proportions?—I have no documents here by me, neither can I recall the circumstances to mind as to those changes; but when I repeat that wines in one district may cost £10, and in another cost £30, and when long before this, those only which cost the £10 came to this country, and now those which cost the £30 do come, I think it may be inferred that the wines have at least doubled in value.

283. I see by your evidence that the production of wine in 1780 was 34,000 pipes, and that in 1851 the production was 94,000 pipes; taking the average of a few years, 100,000 pipes. I see likewise that the exportation from Portugal in 1780, of port-wine, was 35,000 pipes, nearly the entire production; and that in 1833, which is the last of your series of figures, it was only 20,000; that is, 20,000 out of nearly 100,000. It would not, therefore, appear from that, that additional vineyards were called into cultivation so as to increase the cost of

production?—I am sorry my memory will not carry all the statisticks in my head, but my statisticks I believe come down to the 1st of January of the present year, not 1833.

284. In 1780 the production and the exportation were the same, each of them about 34,000. In 1851 the production had increased three-fold, and the exportation had decreased to 20,000?—Yes, to England only—but the *total* exportation was 32,947 pipes.

285. Hence I would inquire how the calling of the additional vineyards into cultivation has caused so material an increase of price to the producer, so as to raise the price of wine to the consumer in this country from £20 to £3, or £4, or £5 more?—The very circumstance which the Honourable Member mentions, namely, that the production and the exportation of wines in the year 1780 was pretty nearly the same: taking that as the basis, it is a notorious fact that no people at that period kept any amount of stocks; that the whole of the wine sent to this country was seldom or never more than 12 months old; that those qualities did not require the same treatment as these fuller and heavier wines in vogue at the present day do, and hence port was not only grown, but shipped at a very much less price than any wines are grown for or can be shipped at the present moment. Secondly, that the wines sent to this country are grown with greater difficulty and cost in the new district than wines are in the old, and they are seldom exported before they have incurred the expense of from two to seven years' keeping there, which, with interest of money, leakages, and other expenses, all due from the present change of taste, enhance the cost of the wine.

286. Mr. *Mullings*.] I understand you to apply your observations with regard to the increased consumption of wine in this country to that class, No. 3?—Yes, principally, and No. 2.

287. I understood you to say there was a law in Portugal which prohibited the exportation of that particuar wine?—Yes.

288. Could that law be altered instantly by the mere taking off of the duties?—Certainly, because all the monopoly would be at an end, and the trade would be thrown open.

289. That would be as of necessity on taking off the duties?—That is contemplated; the one thing must follow the other, because the Company is supported by the payment of half these actual duties and imposts.

290. Still, as I understand you, the law of the country of Portugal is, that no part of that wine can be exported, the class of wine No. 3?—True.

291. Is not that rather with regard to its export regulations than



to its fiscal regulations? — That is a matter this country could not interfere with; but as the Company is paid for keeping up the fiscalization, the moment it be not so paid, the fiscalization must fall to the ground.

292. That would not abrogate the law with regard to restricting the exportation? — Perhaps I should call it a regulation, not a law; but it has the force of a law, inasmuch as the Government tolerates that it shall be carried out and put into force: but I think that the regulation would cease to have effect.

293. *Chairman.*] You think the prohibition of exportation of these wines is maintained in order to produce an artificial encouragement in favour of the monopoly now enjoyed by the Royal Oporto Wine-Company? — Most decidedly.

294. And that when that monopoly is taken away, the object of that prohibition being at an end, the prohibition will go with it? — I am convinced of that.

295. *Mr. Mullings.*] I think I also understood you to say that if the import duties were here taken off, without the export duties being affected, the benefit would be lost to this country in the matter of revenue considerably; that is, that if the import duties here were reduced to 1s., the loss to the revenue would be considerable, because the revenue would not increase? — If the £6 remained.

296. That £6 would remain for the consideration of the Portuguese Government? — Yes.

297. And you said you thought of necessity that the one would follow the other? — Yes.

298. It is not compulsorily so? — No; but I also endeavoured to convey in my evidence that the present Government of Her Most Faithful Majesty is most anxious as much as possible to get rid of those vexatious grievances at Oporto, and that they are most anxious also to meet the British Government. If the British Government are disposed to reduce their duties, the Portuguese Government will be most ready to meet them in the same liberal spirit, by reducing their duties upon our wools and cottons.

[*The Witness delivered in the following original Edict of the Oporto Wine-Company, in corroboration of the system of classification alluded to in his evidence, as also of the price at which the third quality wines are produced:*]

## EDITAL.

A Direcção da Companhia Geral da Agricultura das Vinhas do Alto-Douro,

Faz saber que tendo elavado á Soberana Presença de Sua Magestade A Rainha, em Consulta de 6 do corrente mez, o Juizo do anno relativo á ultimá novidade dos Vinhos da Demarcação do Alto-Douro, de que tracta o Artigo 2º. da Carta de Lei de 21 d'Abril de 1843, e ma mesma consulta satisfeito ás disposições consignadas no Art. 44 do Regulamento de 23 d'Outubro do dicto anno. A Mesma Augusta Senhora Se Dignon Determinar por Decreto de 12 do corrente mez, transmittido em Portaria da Secretaria d'Estado dos Negocios do Reino, de 13 o seguinte.

1º. Quedos Vinhos da novidade de 1851, qualificados em 1 qualidade pelo Jury Qualificador, sejam somente habilitadas para a exportação da Europa, 20,000 pipas, que serão divididas quantitativamente por todas os Lavradores a quem competirem os Vinhos da dita 1ª. qualidade, em execução do disposto no § 1º. do Artigo 2º. da Carta de Lei de 21 d'Abril de 1843.

2º. Que todo o Vinho que a cada Lavrador ficar restando da sobredita 1ª. qualidade, deduzida a parte quantitativa que lhe pertencer habilitada para a exportação da Europa, Oceania, fique considerado de 2ª. qualidade, para ser exportado para a America, Asia, Africa, e Oceania, outros quaesquer portos fóra da Europa.

3º. Que os preços reguladores por que a Companhia deverá comprar as 20,000 pipas da novidade de 1851, a que é obrigado, pelo Artigo 8º. da Carta de Lei de 21 d'Abril de 1843, sejam de \$11,000 reis em metal por pipa, para aquelles Vinhos, cuja qualificação for de 3 qualidade, e de \$15,000 em reis metal por pipa, para os Vinhos que forão primitivamente qualificados em 2ª. qualidade.

4º. Que fica supprimida a próva e conferencia na entrada das Barreiras da Cidade do Porto, estabelecida pelo Decreto de 17 de Fevereiro de 1844, para o fini de reconhecer a qualidade dos Vinhos velhos habilitados para a exportação da Europa, subsistindo porém a próva geral a conferencia de guias prescripta pelo regulamento de 23 d'Outubro de 1843.

E tendo de ultimar se até do dia 26 todos os trabalhos preliminares que devem preceder a abertura da Feira Geral dos meencionados Vinhos da novidade de 1851, no lugar da Regoa, declara a Direcção, em vista do Artigo 45 do Regulamento de 23 d'Outubro de 1843, que a referida Feira Geral se abrirá no dia 27 do corrente mez de Fevereiro, e que esta será verificada segundo a Real Resolução de Sua Magestade, acima transcripta, e pelas disposições contidas nos seguintes Artigos daquelle Regulamento :

“ Art. 42º. Todos os annos se abrirá até ao dia 15 de Fevereiro no lugar da Regoa, a Feira Geral dos Vinhos do Douro, em conformidade do Artigo 3º. da Carta de Lei de 21 d'Abril último. Esta Feira durará scis dias, e a sua abertura será annunciada pela Direcção da Companhia, depois que receber a competente Resolução do Governo sôbre o Juizo do anno.”

“ Art. 46º. Durante a prazo de Feira, e até os dous dias immediatos, são obrigados todos as compradores de Vinhos de exportação a manifestar á Companhia na Regoa, as compras que tiverem verificado com esse destino, por meio de relações por elles assignadas, em que declarem os nomes dos Lavradores vendedores, Freguezias, Adegas, numero de Bilhetes de Qualificação, e quantidade de pipas. Aquelles Bilhetes serão tambem apresentados neste acto para nelles se averbar o manifesto que delles se faz.

“ Art. 47º. Todos os Lavradores que, durante o prazo da Feira, deixarem de vender os seus Vinhos de exportação, e os queirão conservar com o mesmo destino, são obrigados, no termo de oito dias, contados desde o ultimo dia da mesma, Feira, a manifestar igualmente á Companhia esses Vinhos que assim reservão com aquelle destino de exportação a presentando tambem no acto do manifesto os respectivos bilhetes, a fim de nelles se increver a competente declaração.

“ Art. 48º. Todos os Vinhos que deixarem de ser manifestados na fórmula dos Artigos antecedentes, não poderão receber guia para exportação.

“ Art. 49º. Nos primeiros tres dias depois de aberta a Feira deverão os Lavradores manifestar na Casa da Companhia de Regoa, os Vinhos de 2ª. e 3ª. qualidade que lhe quizerem vender, para ser realisada a sua compra na quantidade, fórmula e preços estabelecidos no Art. 8º. da Lei de 21 d’Abril deste anno, e resolução do Governó. Este manifesto e mais actos subseqüentes serão regulados pelos diversos §§ do referido Art. 8º. da Lei.”

E para constar se mandon lavar e imprimir o presente Edital, a que os seus exemplares se affixassem nos logares publicos deste Cidade, Villa Nova de Gaya, e em todas as freguezias da Demarcação do Alto-Douro.

Dado nesta Cidade do Porto, sob o séllo maior da Companhia, aos 17 de Fevereiro de 1852.

Presidente—*Visconde da Varzea.*

*Jose Pinto Soares.*

*Francisco Ribeiro de Faria, jun.*

*Joaquim Torquato Alvares Ribeiro.*

*Bernardo Pereira Leito.*

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*The following is a literal translation :*

EDICT.

The Direction of the General Company for the Cultivation of the Vineyards of the Alto-Douro,

Make known that, having carried into the presence of Her Majesty the Queen in Council of 6th of the current month, the judgment of the year relating to the last vintage of wines in the demarcation of the Alto-Douro, of which the 2nd Article of the Letter of Law of the 21st April, 1843, and in the said Council having fulfilled the ordination contained in the Article 44 of the regulation of the 23rd October of the second year: the same august Lady is pleased to determine by decree of the 12th of the current month, transmitted in the Order of Council from the Stowe Office of the 13th instant, the following:

1st. That of the wines of the vintage 1851, qualified in first quality by the qualifying jury, 20,000 pipes only be permitted to be exported to Europe, which shall be divided quantitatively amongst all the farmers to whom wines of first quality may have been allotted, in execution of the disposition of the 1st paragraph of the 2nd Article of the Letter of Law of the 21st of April of 1843.



2nd. That all the wine which may remain of the said first quality belonging to each farmer (the quantitative proportion of wine set aside for exportation to Europe being deducted) shall be considered of second quality, for exportation to America, Asia, Africa, and Oceana, and other ports out of Europe.

3rd. That the regulating prices for which the Company shall purchase the 20,000 pipes of the vintage of 1851, which it is obliged to do, in virtue of the 8th Article of the Letter of Law of 21st April, 1843, be 11,000 reis coin per pipe for those wines which had been classified in third quality, and 15,000 reis coin per pipe for wines which were at first qualified in second quality.

4th. That the tasting and examination at the entry of the barriers of the city of Oporto, established by decree of the 17th of February, 1844, for the purpose of recognizing the quality of old wines permitted to be exported to Europe, be suppressed; substituting withal the general tasting and examination of permits prescribed by the regulation of the 23rd October, 1843.

And having to bring to a close, before the 26th instant, the preliminary labours which must precede the opening of the General Fair of the Wines referred to of 1851, in the town of Regoa, the Direction declares, in presence of the 45th Article of the regulation of the 23rd of October, 1843, that the said General Fair shall open on the 27th of the current month of February, and that this shall be verified according to the royal resolution of Her Majesty, above transcribed, and the determinations contained in the following articles of that regulation :

“ Art. 42. In every year, on the 15th day of February, the General Fair of the Wines of the Douro shall be opened, in conformity with the 3rd Article of the Letter of Law of the 21st of April last. This fair shall last six days, and its opening shall be announced by the Direction of the Company, after the necessary resolution of the Government on the judgment of the year shall have been received.”

“ Art. 46. During the period of the fair, and until the two following days, all the purchasers of wines for exportation are obliged to register them before the Company in Regoa,—the purchases that they have made with that destination, by lists signed by them, in which they declare the name of the sellers, the parishes, the farms, number of the bilhettes of qualification, and quantity of pipes. Those bilhettes must also be presented on this occasion, in order that due note may be recorded of their contents.

“ Art. 47. All those farmers who, during the period of the fair, do not effect the sale of their wines for exportation, and who wish to retain them for the same destination, are obliged, within the space of eight days, counted from the last day of the said fair, to register in like manner before the Company those wines which are so reserved with that destination for exportation; presenting likewise in the Act of Registration the respective bilhettes, in order that a competent declaration may be duly inscribed upon them.

“ Art. 48. All the wines which are not registered in the form of the antecedent Articles, shall not be entitled to a permit for exportation.

“ Art. 49. On the first three days after the opening of the fair, the farmers must register in the Company's house, at Regoa, such wines of second and third qualities as they are inclined to dispose of for the realization of their purchase as to the quantity, formula, and prices established in the Article No. 8 of the Law of the 21st April of this year, and resolution of the Government. This registration, and other subsequent acts, shall be regulated by the various paragraphs of the 8th Article of the Law referred to.”

And in order that this may be made public, this present Edict has been ordered to be drawn up and printed, and copies of it affixed in the public places of this city, Villa Nova de Gaya, and in all the parishes of the demarcation of the Alto-Douro.

Given in this city of Oporto, under the great seal of the Company, on the 17th day of February of 1852.

President—*Viscount de Varzea.*

*Jose Pinto Soares.*

*Francisco Ribeiro de Faria, jun.*

*Joaquim Torquato Alvares Ribeiro.*

*Bernardo Pereira Leito.*

No. 1. Note by Mr. Forrester.

Rs. 11,000 are equal to £2. 8s. 10d.; Rs. 15,000 are equal to £3. 6s. 8d. (the exchange being taken at Rs. 4,500 to £1 sterling).

Note, No. 2.

It will be observed that the Company do not offer to purchase any wines of the second quality, excepting such as had been so qualified from the first; the original first quality wines now, by Article No. 2, reduced to second quality, being altogether excluded from this privilege.

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Mr. FORRESTER's Publications are as follow :

A Word or Two on Port-Wine. 1844. Eight editious in 1844 and 1845.

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Wine-Trade of Portugal. 1845.

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Observations on the Attempts lately made to reform the Abuses practised in Portugal in the Making and Treatment of Port-Wine. 1845. Parts I. and II.

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Mr. Forrester's Vindication from the Aspersions of the Commercial Association of Oporto (who deny the existence of adulterations treated of above). 1845.

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Postscriptum to the Vindication. 1845.

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Representation to his Correspondents, on the subject of the Port-Wine Trade. 1845, 1846, and 1847. Parts I. II. III. and IV.

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Essay on the most approved Mode of Making Olive-Oil. 1844.

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Considerações à cerca da Carta de Lei de 21 d'Abril de 1843 (showing the prejudicial Effects of Monopoly on the Interests of Portugal). 1849.

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Statistical Account of the Rise and Progress of the Port-Wine Trade.

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Surveys of the Wine-Districts of the Alto-Douro,—and

Surveys of the River Douro from the Ocean to the Frontier of Spain (works adopted as National ones by the Portuguese Government, and re-published in this country by order of the House of Commons).

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*And, ready for the Press,*

Project for the Improvement of the Navigation of the River Douro, with a view to the Saving of Human Life, and facilitating the Conveyance of the Agricultural Produce of the rich but insulated Provinces of Leon and Castile to Oporto, for supplying the European Market with Grain, and other Necessaries of Life.



HONOURS CONFERRED  
ON THE AUTHOR OF THIS ESSAY.

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His Surveys adopted by the Portuguese Government as 'National' Works, and reprinted in this Country by order of the House of Commons.

Elected Member of the Royal Academy of Sciences of Turin — of the Royal Academies of Lisbon and Oporto — of the Royal Geographical Societies of Berlin, Paris, and London — of the Royal London Zoological Society — of the Industrial Societies of Portugal, &c. &c.

Presented with Gold Medals of the *first* class awarded to *Savans Étrangers*, by their Imperial Majesties of Russia, Austria, and France, and by His Holiness the Pope.

Condecorated by the late King Charles Albert 'the Magnanimous' with the identical Cross of the Order of Saints Maurice and Lazarus which His Majesty, as Grand Master of the Order, wore throughout his campaigns.

Elected Member of the Corps of Equestrian Knights of Saint Maurice, by His Majesty the King Victor Emanuel I.

Condecorated with the Stars of Knight Commander of the Orders of 'Christ' and 'Isabela la Catolica,' and Crosses of Chevalier of the Orders of 'Nossa Senhora da Conceição de Villa Vieoça,' and 'Carlos III.' by their Majesties of Portugal and Spain, &c. &c. &c.

(Extracted from *J. J. Forrester's Memoirs*, registered in the Memorials of the 'Star Club,' of which he is Vice-President.)

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## MUNICIPAL CHAMBER OF OPORTO.

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DOCUMENTS RELATING TO MR. FORRESTER'S TOPOGRAPHICAL WORKS OF THE WINE-DISTRICTS OF THE ALTO-DOURO, AND RIVER DOURO,

*Ordered to be published by the Honourable Municipal Chamber of Oporto.*

TRANSLATED FROM THE PORTUGUESE.

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*To the British Citizen Senhor Joseph James Forrester.*

Senhor,

It having come to the knowledge of the MUNICIPAL CORPORATION of this unconquered city of Oporto, that you have undertaken various works relating to the River Douro, and the *improvement of its Navigation*, which are in a very forward state (and especially the Map of the Wine-District of the Alto-Douro); having for such noble ends made great sacrifices both of your time and money, not having spared anything in order that the said works may be as perfect as possible, and contain a minute description of all that is remarkable in that country, as well as many and different instructive and scientific expositions, in which you display your talent and transcendent skill, and the estimation in which you hold our country;—the same Chamber over which I have the honour to preside, and of which therefore it belongs to me (with great satisfaction on my part on this occasion) to be the interpreter,—Resolved, in session on the 7th instant, to give a public testimony of the esteem which they dedicate to you personally, and of their gratitude for having undertaken such valuable works, (which will be to you a monument of glory,) sending you an extract from their Records; and at the same time, in the name of their constituents, they beg you not to desist from carrying through so glorious an enterprise, making publick your works to which you have so diligently applied yourself: and, if necessary, the Chamber protest that they will afford you every assistance in their power, in order to obtain the desired end.

God preserve you.

Oporto, and Palace of the Council, 13th December, 1842.

(Signed)

ANTONIO VIEIRA DE MAGALHÃES,  
President.

*Extract from the Records.*

Upon the proposition of Mr. Alderman Köpke, it was resolved, that a letter of thanks should be addressed to the British citizen Forrester, for the laborious work which he had undertaken, of laying down a plan of the wine-country, and begging of him to carry through so interesting an enterprise.

The proposition of Mr. Alderman Köpke was conceived in the following terms :

“That he knew that the Illm<sup>o</sup>. Senhor Joseph James Forrester had undertaken different and important works relating to the *navigation of the River Douro* ; a description of the *wine-country* ; a *geographical map* of the same country ; and another of the *River Douro*, from the Spanish frontier to its mouth ; each of these maps containing the most minute instruction and useful information.

“That in these works that gentleman had expended much time, great labour, and a considerable sum of money ; and that, to his deep regret, he had been told that the said gentleman did not intend to give the publick the fruit of his valuable exertions ; notwithstanding his, Mr. Alderman Köpke’s, knowing that a great part of such works is completed, and in such a manner that they do much honour to the scientific and artistical talents of their author.

“That it is well known how much our country is in need of works of this nature, executed with the perfection and exactness with which he knows that these are executed ; and that he conceives, therefore, that this Chamber should do everything in their power in order that so valuable a work may not be lost to the country : for which purpose he proposes that this Chamber give to Senhor Joseph James Forrester a public testimony of the esteem which they dedicate to him personally, and of their gratitude for having undertaken such valuable and useful works, sending him an extract from the Records of their session.

“That they invite him to give the fruit of such labours immediately to the publick, not desisting from carrying through his enterprise, which, besides, will be to him a monument of glory.

“That this Chamber solemnly declare that they will afford to him every assistance in their power.”

This proposition being supported by the President and other Aldermen, it was unanimously adopted in all its parts.



*Mr. Forrester's Reply to the Municipal Chamber of Oporto.*

Illm<sup>o</sup>. e Exm<sup>o</sup>. Snr. Antonio Vieira de Magalhães.

The testimony of esteem communicated in the despatch of your Ex<sup>y</sup>. of the 13th inst., (which I received on the 17th,) from the illustrious body over which your Ex<sup>y</sup>. so worthily presides, is of a character which would have rendered it a most valuable addition to the honours of any man, however greatly distinguished he might be for the accomplishments and science which they are pleased to ascribe to me, but which I am far from possessing.

It is natural that a corporation, animated, as that is, by a lively desire to promote the welfare of the country, should regard with partial eyes works having such a tendency as those which have procured for me their most gratifying notice; and it is to this alone that I attribute the flattering terms in which those works are mentioned. I accept, however, with gratitude and without scruple, whatever portion of the esteem the illustrious Chamber manifest for me, which may arise from their belief of my sentiments of respect and regard for this country, because that belief is in strict accordance with the truth.

These sentiments have been fixed in my mind by an uninterrupted series of proofs which I have received of the kindness and benevolence of the citizens of this municipality, without distinction of classes or political opinions, crowned now by the fact which I have the high satisfaction of acknowledging; and it will therefore give me the sincerest pleasure should the effect of my humble endeavours justify, in any degree, the anticipation of the illustrious Chamber.

The map of the wine-districts of the Alto-Douro is ready for the engraver; and, could the engraving be executed in this country, I should at once conform to the desire of the illustrious Chamber. I regret, however, to find that it cannot be finished, either here or in Lisbon, in a suitable manner; and that, therefore, if it be engraved at all, it must be completed in London.

Being unwilling that the produce of my labours (which have been considerable, although they may not have had an adequate result) should become the prey of literary pirates, I some time ago addressed a petition to Her Majesty, stating these circumstances, and praying that the copy-right might be secured to me.

My application (which, under the circumstances of the case, seems not an unreasonable one) has not yet been decided on; but should Her Majesty be graciously pleased to grant my request, I shall lose no time

in gratifying myself by laying the map, in a complete state, before the illustrious Chamber.

I have to request that your Ex<sup>y</sup>. will do me the favour to acquaint the illustrious Chamber with what I have submitted to you, and to convey to them generally, and to every member particularly, my most respectful thanks for the publick act by which they have been pleased to distinguish me; and that your Ex<sup>y</sup>. will accept my warm acknowledgment for the very obliging manner in which you have been so good as to communicate their honourable resolution to me.

I have the honour to be, with particular esteem and respect,

Your Excellency's

Most obedient humble servant,

JOSEPH JAMES FORRESTER.

Oporto, 19th Decr., 1842.

*Mr. Forrester's Second Letter to the Municipal Chamber of Oporto.*

Illm<sup>o</sup>. e Exm<sup>o</sup>. Sur. Antonio Vicira de Magalhães.

Sir,

Having always a grateful sense of the flattering application which your Excellency made to me in the name of the illustrious Chamber of this unconquered city, respecting the publication of my map of the Douro wine-district, I think myself bound to inform you, that conformably to that application, and others of a similar character which I have received from other important bodies and individuals of consideration, I have resolved no longer to delay the publication in question, in the expectation of a decision upon the memorial which I had the honour to address to Her Majesty, having in view the securing to me the copy-right of that map; and that I have forwarded the work to an eminent engraver in London, with a request that he will engrave it as quickly as possible; and I trust that, a few months hence, I shall be enabled to lay a proof copy of it before yourself and the illustrious body over which you worthily preside.

I have the honour to remain, with consideration and respect,

Your Excellency's

Most humble and obedient servant,

JOSEPH JAMES FORRESTER.

Oporto, 15th Feby., 1843.

*To Senhor Joseph James Forrester.*

Illustrious Sir,

It having come to the knowledge of this Municipal Chamber that you have concluded your most useful and praiseworthy undertaking, viz. your Surveys of the River Douro, I have to inform you that this Chamber, confident that you will permit them to have the pleasure of examining the said works, (which in spite of many difficulties, and at the cost of much labour and perseverance, you have succeeded in completing,) will have the pleasure of waiting upon you at your residence on the 15th instant, at 11 A. M.

Oporto, and Palace of the Council, 13th April, 1843.

ANTONIO VIEIRA DE MAGALHÃES,  
President.

Illm<sup>o</sup>. Sur. Joseph James Forrester.

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*The Municipal Chamber of Oporto on Mr. Forrester's Surveys of the River Douro.*

In consequence of the despatch which this Chamber addressed to Joseph James Forrester, and of the permission which he granted to them to inspect his map of the River Douro, a majority of the Chamber proceeded, on the 15th instant, to the house of the said citizen, where they had an opportunity of examining the map referred to; and on this account resolved to make express mention, in the present record, of the result of such examination, which is as follows:

This work is by Joseph James Forrester, a British merchant, long established in this city, and is entitled 'The Portuguese Douro, with so much of the River as can be made navigable in Spain.' It is 10 feet in length by 2 feet 2 inches in breadth, embraces an exact plan of the River Douro from above Vilvestre in Spain to St. João da Foz, (the mouth of the river,) on a scale of  $4\frac{1}{4}$  inches to the Portuguese league. The adjacent country to the extent of a quarter of a league on either bank is minutely delineated. The depths, shallows, banks, rocks, pontos, marks for the guidance of the arraes, and every object on the river which is deserving of attention, are described by a simple but complete mode of colouring, and by appropriate signs which are succinctly explained in a Table of references. Besides this, there are Tables showing the distances by land and by water between any two places noted on the map, the different points to which the river has been



navigable at different periods, that point to which it *is now navigable*, and that to which it *may be made navigable* in Spain. The course of the river, its margins, the obstacles at the different pontos, and places of the greatest interest, are illustrated by several drawings, which greatly embellish the map; and in order to indicate the time necessary to descend the river, in any particular part, both in summer and winter, a small map is added on a scale of half an inch to the league, displaying the river and all its sinuosities.

The pontos, and also all the ferrics, are enumerated in separate Tables; so that all the information which it is possible to give in a work usually denominated a Map, and a great deal more, are seen at a glance in the Surveys of Mr. Forrester. The scales show the distanees according to the Portuguesc, Spanish, English, and French measurement.

Such is the result of the examination which this Chamber made of the Map of the River Douro; the members having been received on the oecasion with great urbanity and politeness by Mr. Forrester, who readily offered every explanation of his labours.

On this account the Chamber, much surprised with a work on which the author has expended so much care, and which cannot but be considered as beautifully executed, resolved, that express mention of it should be made in the present Recoord, awarding to Mr. Forrester due praise for the gigantic and well-executed task to which he had devoted himself; a task which confers much honour and distinction upon him, by the proof which he has given of his talents and extraordinary skill; and from which must result great advantages to scienee, but more especially to the Portuguese nation, whose prosperity the author has so much at heart.

Oporto, 19th of April, 1843. Domingos Jose Alves de Souza, Secretary.

(Signed) Magalhães, President; Carneiro Geraldcs, Fiscal; Maeedo; Pereira; Silva; Medon; Braga; Vianna.

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*Memorial of the Municipal Chamber of Oporto to the Chamber of Deputies.*

The Municipal Chamber of this ancient, very noble, always loyal, and unconquered city of Oporto, respectfully addresses the present Petition to the Representatives of the Nation, confident that it will be well received, and favourably despatched.

The British merchant Joseph James Forrester having undertaken

and completed a Map of the WINE-DISTRICT of the Upper Douro, and another of the RIVER DOURO and adjacent country, works which are the result of careful observation and study, and which cost many years' labour, much expense, fatigue, and privations; and this Chamber knowing the advantages which would result from the publication of such works, and the benefit which the nation would derive from them, resolved to invite the said citizen Joseph James Forrester to publish his most useful works; an invitation in which it was followed by the Agricultural Association of the Alto-Douro, the Commercial Association of Oporto, the Municipal Chamber of Villa Nova de Gaya, and other Corporations.

The aforesaid citizen, in acceding to the wishes of this Chamber and other bodies, informed them, that his intention had been to publish the works as soon as a Memorial, which he had addressed to Her Majesty, praying that the copyright of the said works in this country should be granted to him, had been favourably despatched; but that not having obtained any despatch to his Memorial, he liberally consented to send his Map of the Wine-Country to England to be engraved, in compliance with the many solicitations which had been made to him to that effect. This Chamber, having carefully examined the works referred to, cannot fail to express not only their own opinions and wishes, but also those of all the other bodies who have seen the works, declaring that, in correctness, beauty of execution, and abundance of original information, they present proofs of geographical and artistical skill, which it would be difficult to exceed. On this account this Chamber is of opinion that it would not only be a great loss, but even a discredit to this country, if works of such a character should not receive the most decided protection; having been begun, continued, and concluded by their author at great expense both of time and money, thus proving his abundant talent, with the sole motive of evincing how much he is interested in the prosperity of this country, and the sympathy which he feels for the inhabitants of this unconquered city, and of the district of the Douro. Mr. Forrester, therefore, having determined to lay his works before the publick, (a resolution as honourable to its author as acceptable to this Chamber,) it would certainly be discreditable, if after so many sacrifices, and so much labour, the author were not to obtain some recompense! It is this which this Chamber considers ought to be conferred on the author of such works; for it is to be feared, that the magnificent and beautiful MAP OF THE RIVER DOURO, interesting on every account, (and a sure base for the Engineer in every and any work hereafter to be undertaken on the river,) will remain, at least for some time, lost to the country; and the author considering that the with-

holding of protection on the part of the Government of Her Faithful Majesty is equivalent to a disapprobation of his labours, (which are of evident utility to Portugal,) he is resolved on this account to hold back his surveys of the river, refusing to accept the offers of co-operation in their publication, which have been made to him by this Chamber and other distinguished corporations who have the welfare of the nation at heart. In such circumstances this Chamber begs that the representatives of the nation, taking into consideration the impossibility of engraving in this country with the necessary perfection such a work as the one referred to, will be pleased to make an exception to the general law, and concede to Mr. Forrester the copyright of his Map of the Wine-District, which he has sent to England to be engraved; this being an act of justice and equity in favour of a citizen who thus offers the means of a publick benefit to this country, and who certainly deserves a distinguished and permanent mark of approbation from the Chamber of the Deputies of the nation.

This Chamber relies that it will be so.

Oporto, and Palace of the Council, 25th April, 1843.

(Signed) Antonio Vieira de Magalhães, President; Jeronymo Carneiro Gerales, Fiscal; João Baptista de Macedo; Luiz Jose Pereira; Antonio Jose Gonçalves Braga; Antonio Luiz da Silva; Joaquim Augusto Köpke; Manoel Jose Moreira Medon; Jose Gonçalves de Campos Vianna.

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*Extract from an Order in Council.*

The Memorial of Joseph James Forrester having been laid before Her Majesty the Queen, showing that having concluded his great Survey of the River Douro, and caused it to be engraved in England, he prays that it may be admitted into this country free of duty,—the same august Lady taking into consideration that this undertaking cannot but be considered a *national* one, the author, although a foreigner, having long resided at Oporto, and having, as it is shown, expended upwards of twelve years, and large sums of money, in the constructing and perfecting this important work—causing it to be engraved in England, solely because in this country it could not be executed with the desired perfection; moreover, taking into consideration the immense advantages which may result from it in the NAVIGATION OF THE RIVER DOURO—Her Majesty is pleased, for



such weighty reasons, to ordain that the said work be admitted free of duty.

Palace of Necessidades, 1st day of April, 1848.

The Secretary of State for the Home Department,

JOAQUIM JOSE FALCÃO.

*Extract from the Act of the Special Session of the Honourable Municipal Chamber of Oporto, held for the reception of the British Citizen Joseph James Forrester, on presentation of his Survey of the River Douro.*

Senhor Forrester having intimated to this honourable Camara that his great work on the River Douro is now concluded, and that he was desirous to present a proof copy of the same to the Chamber, this Special Session has been called for that gentleman's reception.

Mr. Forrester, accompanied by his friend Mr. Robert Woodhouse, having been announced, a deputation of three Aldermen was named by his Excellency the President to receive the visitors, to whom a place on the bench being assigned, Mr. Forrester addressed the Chamber to the following effect :

In conformity with the wishes of this Honourable Chamber expressed in your despatch of the 7th instant, I have the honour to present to your Excellency a proof copy of my Survey of the River Douro from the 'Salto da Sardinha' in Spain, to the Atlantic. About four years ago I had the honour to exhibit the original of this work to this Chamber, when your Excellency requested me to engrave and publish it ; but such were the difficulties I met with, and the apparent indifference manifested by the Government of that period with respect to the representations of this Honourable Chamber, and of many other important corporations, that I found myself compelled for the moment to delay the publication : but never losing sight of the fact, that together with these Surveys a project had been formed for the improvement of the navigation of the river, and that not only did all the most important corporations of the north of Portugal desire that my works should appear, but that the navigation of the Douro had again become a question under consideration in Spain, the approbation which this Honourable Chamber and others had been pleased to award to my exertions determined me no longer to delay the publication of my last extensive survey. I have therefore caused it to be engraved, and have ordered an edition of 25 copies to be struck off for presentation to some of the Potentates of Europe, for this Honourable Chamber, and

for other distinguished bodies. The first copy I had the honour to present personally to the King Dom Ferdinand II., when His Majesty was pleased to express his full approbation of my labours, and the lively interest he takes in the project of which they form a part; and Her Most Faithful Majesty was graciously pleased to ordain that this work be henceforward considered as a *national* one.

Grateful for the manner in which my desire to be of service to this country, where I have resided for so many years, has been received by all parties, and by all classes, but especially by this Honourable Chamber, allow me now to request your kind acceptance of this proof copy of my new work.

*The Reply of His Excellency the President was conceived in the following terms:*

It is highly flattering to this Honourable Chamber to see this day realized the desire which they have on several occasions manifested, that you should give to the world your most important works. Of a truth, Portugal has enjoyed your best sympathies; and this Chamber, in the name of their fellow-citizens, tribute to you their most sincere acknowledgments for the labours to which you have dedicated yourself—labours from which not only the greatest utility must result to science, and to this and the neighbouring country, but also, and most especially, to the improvement of the navigation of the Douro. Be pleased, therefore, to accept the thanks of this Chamber for your valuable gift of a proof copy of your Surveys of the River Douro, which they will appreciate as a lasting proof of your talent, and as a work most useful and important to Portugal.

“Resolved, That Mr. Forrester’s Map of the River Douro be hung up in this Hall of Session, as a publick testimonial of the estimation in which both the author and his works are held by this Chamber and their fellow-citizens.

“Resolved, That all documents and correspondence relating to or connected with Mr. Forrester’s works, and in which this Chamber has taken part, shall be printed and published.”

On taking leave Mr. Forrester was escorted by the same deputation of Aldermen as received him on his arrival.

Porto, and Palae of the Council, 8th April, 1848.

Vieira de Magalhães, President; Geraldês; Silva; Medon;  
Souza; Guimarães, Fiscal; Maeedo; Domingos Jose  
Alves de Souza, Secretary.

CONTINUATION OF THE DOCUMENTS RELATING TO THE IMPROVEMENT OF THE NAVIGATION OF THE RIVER DOURO, FROM ITS MOUTH TO THE BARCA DE VILVESTRE, IN SPAIN; AND TO THE MAPS OF THAT RIVER, AND OF THE WINE-DISTRICT OF THE ALTO-DOURO, BY JOSEPH JAMES FORRESTER.

TRANSLATED FROM THE ORIGINAL.

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*His Eminence the Cardinal Patriarch of Lisbon to Mr. Forrester.*

Sir,

I had already read in the 'Periodico dos Pobres,' of your city, the speeches therein published, relative to the wines of the Alto-Douro, their excellent qualities, the true causes of their loss of credit in the market, and the means of restoring this great and most precious produce of Portuguese agriculture to the estimation and value which it deserves.

I have also received, and lately perused with increased interest, the copy which you so kindly and politely did me the honour to forward to me, and for this flattering remembrance I return you my best thanks.

If my vote could have any place and weight on such a subject, I would most cheerfully add it to that of so many distinguished persons, who, with a complete knowledge of the subject, have applauded and confirmed the luminous ideas advanced by yourself, and recorded their sense of your distinguished merit and disinterested intentions.

It only remains, therefore, for me as a Portuguese to take part in this acknowledgment, and in the publick gratitude to which you have so incontestable a right; and this is also the chief ground of the very high esteem and respect with which I am,

Sir,

Your very obedient and much obliged servant,

FRANCIS,

Cardinal Patriarch of Lisbon.

Lisbon, 8th November, 1844.

To the Chevalier Joseph James Forrester.

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*His Eminence the Cardinal Patriarch of Lisbon to Mr. Forrester.*

Sir,

Through the medium of the publick papers, as well as by your letter of the 18th instant, I notice, with deep regret, the intemperate opposition which has been made, and continues to be made, to the opinions published by you on the subject of the wines of the Douro. I say intemperate, because it appears to me, that in order to combat opinions and refute facts it is not necessary to employ calumny, criminate motives, and to have recourse to terms so little becoming in a publick discussion, in which the only object of the parties ought to be to elicit truth.

The services which you have rendered to the country of the Douro, and consequently to Portugal, are so well known, and have been approved and extolled by so many persons of distinction well acquainted with the subject and deeply interested in the prosperity of the Douro, that you certainly require neither praise nor approbation from me, however I may have expressed already such sentiments to you in my correspondence, not in flattery, but from conviction,—not from any feeling of personal advantage, but from the interest which I always have felt, and do feel, in the publick good, and in the prosperity of my country.

If, however, you should consider that the publication of my letter can be of any service or utility to you, I willingly waive any private feeling in the matter, and readily consent to its appearance at the end of other documents much more able and respectable than mine.

I am, with the most distinguished esteem and respect,

Sir,

Your very obedient and obliged servant,

FRANCIS,

Cardinal Patriarch of Lisbon.

Lisbon, 24th January, 1845.

To the Chevalier Joseph James Forrester.

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*Address of the Arraes of the Alto-Douro to Mr. Forrester.*

Illm<sup>o</sup>. Senhor Joseph James Forrester.

Sir,

It having been very generally rumoured in this country, that you have in view the great and most important project of improving the navigation of the Douro, by which both time and expense will be saved to the boatmen, without disadvantage of a pecuniary kind to commeree, but on the contrary great advantage to the same, through the facilitation of the transit of goods; knowing also from our own observation, that you have been long occupied in surveying both the river and adjacent country, we have reason to be convinced that you are in possession of the best information upon this important subject; and as we have entire confidence in your good intentions towards us,—We, the **ARRAES OF THE DOURO**, beg leave unanimously to urge you in the strongest manner to proceed without delay to the accomplishment of a scheme so well calculated to benefit the country at large, and to confer an incalculable benefit on ourselves.

The attention which Her Majesty's Government has, during many years, given to this matter, employing not only engineers, but persons of distinction in enquiring into it, has been such that we cannot doubt that the desire of the Government is to accomplish what you design; although, until the present time, no material improvement on the river has resulted from the endeavours of the Government. We, therefore, having the confidence in you which we have expressed, trust that Her Majesty's Government will receive favourably any proposition you may make, of the nature of that to which we have alluded; assuring you that in carrying out your scheme, you will always have our best and resolute co-operation, and that not only we, but all our connections and relations, shall feel most grateful for its accomplishment.

Alto-Douro, 30th September, 1842.

(Signed) João Pinto Macho de Magalhães; Damasio Pinto Cardoso; Bernardo Pereira Dias; Bento Jose Guedes; Manoel Pereira Ramalho; Carlos Pereira Cortez, and by thirty-seven other arraes of the Douro.

*Mr. Forrester's Reply to the Arraes of the Alto-Douro.*

Sirs,

I regret that by reason of my absence from home I could not sooner inform you of what I now hasten to assure you, that I have received with the greatest pleasure the expression of sincere confidence and good-will manifested towards me by a body so highly respectable and important as yourselves. With the character of that body I have long been acquainted, and the transactions I have had with many of its members have confirmed me in the opinion which I had formed at an early period, of their courage, skill, integrity, and good disposition.

You may be assured that if my labours promote in any degree the welfare of yourselves or your connections, it will be to me a source of the most lasting gratification.

It is true that my attention has been for many years devoted to the object you mention, and that in consequence I have drawn up such a plan as that to which you allude. I have, however, as yet made no proposition to Her Majesty's Government on the subject, nor have I communicated the scheme to any one in this country, but to one gentleman; and whether I shall be able to carry it into effect, and even the time at which I may be able to submit it to Her Majesty's Government, depend upon so many and various circumstances, that I cannot state when I may take any decisive step in the matter.

With relation to these circumstances, I may observe that the Government has directed surveys of the river to be made, as well as (I am informed) sundry works on it.

What effect these surveys may have on the designs of the Government, or to what extent the works may facilitate, or render more difficult, the operations contemplated by me, it is impossible for me at present to judge, nor can I yet know whether any engagements on the part of the Government, with the owners of property on its banks, have been effected. This last is a matter so important, that without a full knowledge of it I could not venture to move, as the engagements, if there be any, may be of a nature to render my scheme utterly impracticable.

I am, however, about to produce two maps, one of the Portuguese Donro, and one of the Wine-Country, and I trust to the well-known benevolence of the inhabitants of that district for the reception of them, as a proof, if not of my ability—at least of my desire, to promote their interest as much as is in my power, which in truth is the chief object of my labours.

I am not aware whether other parties interested in this matter enter-



tain the same wish, which you have so flatteringly expressed, that I should proceed in my labours; but it is probable that I shall know in due season. In the meantime, your wishes are a strong inducement to me to make, if I am able, propositions to Her Majesty's Government on the subject. And I feel satisfied that the maternal goodness of Her Majesty, and the wisdom of her Government, will insure for my project every attention which it merits; and should it be adopted, I can announce to you with confidence, that it will be accomplished in *three years* from the date of its acceptance.

I am, Sirs,

Your most obedient servant,

JOSEPH JAMES FORRESTER.

Oporto, 8th November, 1842.

*Address of the Agricultural Society of the Douro to Mr. Forrester.*

Illm<sup>o</sup>. Senhor Joseph James Forrester.

Sir,

The Direction of the Agricultural Society of the Douro, recognizing and duly appreciating your unwearied exertions to make known to the commercial part of the civilized world the riches of the margins of the Douro, by means of a topographical and hydrographical map, which displays at once the productions of the soil and the difficulties of the navigation of the river, consider it their duty, echoing the sentiments of all the agriculturists of the Douro, to express, as they now feel much honour in expressing, to you, in the name of all of them, their estimation of the noble and valuable services which you have, by your works, rendered to these agriculturists and to the whole kingdom; and they hope that you will not desist from carrying through your noble and useful enterprise, in which this Direction offers to assist you in every way you deem necessary.

Be pleased to accept the assurance of our gratitude, and the expression of our particular esteem and consideration.

God preserve you.

Regoa, in Session of the Direction of the 11th February, 1843.

(Signed) Antonio Teixeira de Souza da Silva Aleoforado Magalhães, President; Manoel de Castro Pereira; Francisco Ferreira Pinto Ozorio; Affonso Botelho de Sampayo e Souza; Carlos Joaquim Ferreira de Carvalho.

*Mr. Forrester's Reply to the President of the Douro Agricultural Society.*

Sir,

I beg you to accept, and to express to the Illustrious Association of which you are the worthy President, generally, and to each of its members in particular, my warm acknowledgments for the very flattering and gratifying manner in which they are pleased to consider my labours in surveying the country adjacent to the Douro, and the river itself. This testimony to my anxiety to advance the general interest of that country, so far as lies in the power of a humble individual like myself, by laying before the publick such a work as shall enable them at least to form an accurate judgment as to the real character and nature of the same, coming from a body so perfectly competent to judge of, and so deeply interested in, the matter, is in the highest degree important and acceptable to me.

I beg you, the Illustrious Association, and the important body which they represent, to be assured that if I can by my work confirm, in any degree, their present gratifying sentiments towards me, I shall consider my doing so of itself a sufficient compensation for the labour and expense which I have incurred in it.

For the greater convenience of the publick, I have thought it expedient to compose, from the result of my surveys and observations, two maps, one having in view chiefly the river and its navigation, the other the wine-districts of the Douro.

The first-mentioned map is far advanced; and, although it is a work abounding in difficulties, I trust I shall be able not long hence to perfect it.

The latter work is completed, and would have been placed in the hands of the engraver some time ago, but that I waited for the decision on a Memorial, which I had the honour to address to Her Majesty the Queen, praying that the copyright in this country might be secured to me, and which decision has not yet been given.

In consequence, however, of the request made to me by the Illustrious Association of Agriculturists of the Douro, and other important bodies, and considerable personages, I have resolved no longer to delay the publication of the Map of the Wine-Country, and have accordingly forwarded it to one of the first engravers in London; and I trust I shall in the course of the coming summer be enabled to do myself the honour and pleasure of laying before the Illustrious Association, copies of the work, in proof of the attention which I consider myself bound to

pay to the desire you have been pleased, in so obliging a manner, to convey to me.

I have the honour to remain,

Sir,

Your most obedient humble servant,

JOSEPH JAMES FORRESTER.

Porto, 15th February, 1843.

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*Memorial of the Douro Agricultural Society\* to Her Most Faithful Majesty the Queen Dona Maria II.*

Madam,

The Direction of the Agricultural Society of the Douro begs respectfully to represent to your Majesty, that knowing the great labour, and enormous expense, with which *Joseph James Forrester*, a British Merchant, many years resident in Portugal, has surveyed the River Douro, its margins, and the wine-districts, and that with great talent, skill, and perseverance, he has prepared the most useful and valuable information on the interesting, but, until now, almost unknown wine-districts, and also as to the extent to which it is possible to carry the navigation of the Douro, he having already completed a Map of that country, and prepared another of the course of the river, thereby manifestly rendering the greatest service to Portuguese commerce, and to the civilized world; and this Direction having ascertained the excellence of those works, addressed itself to the illustrious author, earnestly entreating him to give them to the publick; to which he at once acceded, sending the map referred to, to be engraved in London, in the most perfect manner.

This Society, however, greatly regrets to find that Mr. Forrester apprehends that he will neither enjoy the fruit of his great labours and expenditure, nor attain the credit, which all authors so justly desire to attain, owing to the possibility of his works (which he undertook principally as a mark of his esteem and interest for this country) being falsified and converted to illicit gain, if Your Majesty be not pleased to despatch favourably the Memorial, in which he stated the impossibility of getting the said works engraved in Portugal with the necessary perfection and delicacy, and praying, for this reason *only*, that the copy-right of the works in this country, although they should be engraved out of Portugal, might be secured to him.

\* Representing the 19 Concelhos of the Douro Wine-District.



The Direction of the Agricultural Society of the Douro, deeply impressed with the conviction of the great utility of protecting works relating to Portugal, so rare and excellent as those alluded to, the publication of which is of such great interest, especially to the provinces of the North, respectfully begs that Your Majesty, in consideration of what has been stated, will deign to concede to Joseph James Forrester the favour he sought, in order that the publick, and especially this country, may enjoy, without delay, the advantages which it anticipates from the production of the works in question.

Regoa, in Session of the Direction, 27th March, 1843.

(Signed) Antonio Teixeira de Souza da Silva Aleforado, President ;  
Francisco Ferreira Pinto Ozorio, Director ; Affonso  
Botelho de Sampaio e Souza, Director ; Carlos Joaquim  
Ferreira de Carvalho e Cunha, Secretary.

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A memorial, with the same prayer, was addressed by this Society to the Chamber of Representatives of the Nation.

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*The Company for the Cultivation of the Vineyards of the Alto-Douro\*  
to the Deputies of the Portuguese Nation.*

The Administration of the Company for the Cultivation of the Vineyards of the Alto-Douro cannot refrain from joining their prayer to that of the various Chambers and other Corporations in favour of the British merchant Joseph James Forrester, that the copyright in this country of his Map of the Wine-District, which he has sent to England to be engraved, may be granted to him.

This work is the result of much study and reflection, and great pecuniary sacrifice, and must prove of the greatest utility and convenience to the country.

It is not only the first of the kind, but presents, in every respect, an exactness which it would be impossible to exceed, and very difficult to imitate.

The author of this interesting work has already petitioned the Government of Her Most Faithful Majesty, that his copyright may be secured to him ; but his Memorial has not been favourably despatched, probably on account of its being necessary to make an exception to the general Law, and this being beyond the limits of the Executive power.

\* Usually styled the 'Royal Wine Company.'

But you, gentlemen, who *can* grant it, will certainly not refuse to do so, knowing that works of such magnitude and importance must render their author worthy of reward; and taking into consideration that the withholding of such reward would not only contravene that which justice demands, but would also induce the supposition, either that the work does not possess the merit which it really presents, or that the Portuguese know not how to appreciate the civick devotion which a *foreigner* unequivocally manifests for the welfare of our country, by such a production.

The Administration of the Company, therefore, uniting its prayers with those of many other distinguishing Corporations, relies on the gracious reception of the present Memorial by the Representatives of the Portuguese Nation, by which they will give irrefragable testimony of estimation and consideration for a production which so greatly recommends itself by its perfection and utility.

Oporto, 9th May, 1843.

(Signed) João da Silveira Pinto; Constantino Antonio do Valle Pereira Cabral; Jose Pinto Soares; João Teixeira de Mello.

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*The Addresses*

FROM

The Wine Company of the Alto-Douro, the Commercial Association of Oporto, and from the Municipal Chambers of

Pezo da Regoa,  
Lamego,  
Villar de Maçada,  
S. João da Pesqueira,  
Sabrosa,  
Armamar,  
Barcos,  
Provezende,  
Carrazede d'Anciães, and  
Freixo de Numão,

and the petitions which many of them have addressed to Her Majesty the Queen of Portugal, in his favour, being all to the same effect as the address and memorial of the Agricultural Society, it has not been considered requisite to give translations of them.

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*Description of Mr. Forrester's Surveys of the River Douro,*

From the Records of the Municipal Chamber of Oporto, the Commercial Association of Oporto, the Agricultural Association of the Douro, and the Douro Wine-Company.

[Here follows a description of the Map similar to that given in p. 263—4.]

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*The Commercial Association of Oporto on the Map of the River Douro.*

The Secretary stated that the Direction, after the session of the 15th April, and agreeably with the Resolution it had taken to accept the invitation of Mr. Joseph James Forrester, proceeded to that gentleman's house, and there examined the map which he had executed, entitled the 'Portuguese Douro;' a description of which the said Secretary gave in the following manner :

[This description of the Map is also similar to the one referred to.]

The Direction — finding in this work the fruit of assiduous labour, observation, and expense, and an honourable testimony of the merit and skill of its author, and moreover recognizing the utility which will result to the country in general, and especially to commerce, from such a work, if at a future period it should serve as a base for the improvement of the navigation of the River Douro — voted unanimously, that the thanks of the Association be given to Mr. Forrester for having undertaken the work,—that this vote be entered in the present record,—and that an authentick copy of the same be sent to him.

Commercial Association of Oporto, 5th May, 1843.

(Signed) Baron d'Ancede, President ; Carlos da Silva Maya, Francisco Perry, Secretaries.

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## REVIEWS OF MR. FORRESTER'S MAP OF THE WINE-COUNTRY.

“The utility of the Map of the Wine-District of the Alto-Douro is evident; and it would be difficult for the merchant, or the traveller who proposes to visit that part of the country, to dispense with it; for, without it, he would be like the mariner navigating without his chart.”  
—*Extract from the Periodico dos Pobres of Oporto.*

“The Map of the Wine-District of the Alto-Douro may be considered a model of topography. The Indicator, by which the position of every place on the map may be found with the greatest facility, is the happy invention of the author.”—*Extract from the Coallisão of Oporto.*

“We have seen, examined, and applauded this work; and we cordially thank Mr. Forrester for the publication of the topography of so interesting a portion of our country.”—*Extract from the Revolução of Lisbon.*

“With regard to the towns, villages, quintas, principal vineyards, rivers, rivulets, roads, bridges, and even bye-roads, this map is most exact.

“In this excellent topographical work we find the semicircular Indicator, which is quite new to us, very ingenious.”—*Extract from the Revista Universal Lisbonense.*

“M. Forrester a l'évée une carte superbe du cours du Douro. Il s'occupe du projet d'en rendre la navigation moins coûteuse, plus facile, plus sûre, et de l'étendre jusqu'à l'intérieur de l'Espagne.

“L'utilité de son projet a été reconnue par des actes de la reine et par des autorités du pays.”—*Les Arts en Portugal, par le Comte A. Raczyński.*

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MEMOIR  
OF  
BENJAMIN OLIVEIRA, ESQ., M. P.

Extracted from the 'Archives Historiques,' published in Paris, and corrected up to the present date.

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*Benjamin de Oliveira, Membre du Parlement du Royaume-Uni de la Grande-Bretagne, pour le Bourg de Pontefract (Yorkshire), Membre de la Société Royale de Londres; Vice-président de l'Association Archéologique de l'Angleterre; Membre de l'Institut Royal de la Grande-Bretagne, du Conseil du Collège Royal de Chimie de Londres, de la Société Botanique Royale, Zoologique, et d'Horticulture de Londres; Directeur de l'Institut Britannique des Beaux-arts, et des Peintres Anglais; Président du Star-club (association diplomatique); Membre de presque toutes les Sociétés Philanthropiques de Londres, Membre du Reform Club, Brooks's, et Union.*

LA famille de M. DE OLIVEIRA est d'origine Portugaise, et fort ancienne. Dans l'Histoire du Portugal, écrite par *Faria*, publiée à Anvers, en 1750, sous le titre de *La noblesse de Portugal*, on parle de la famille de OLIVEIRA, sous le règne du roi Don Alonzo qui règne depuis 1210 jusqu'à 1228. Plusieurs membres de cette famille furent alors élevés nobles pour leurs exploits militaires.

Dans l'ouvrage de *Villas Boas de Sanpayo*, publié à Lisbonne, appelé *Nobillarchia Portugueza*, il est dit que DON MANUEL PIRES DE OLIVEIRA, archevêque de Braga, possédait avec son frère MEM PIRES DE OLIVEIRA, de grands terrains (1500), et qu'il portait pour armes un olivier sur un écu de gueules; et son successeur DOMINGOS SOARES DE OLIVEIRA, neveu de l'évêque Don André de Amaral, fut autorisé à porter un écu d'azur à point d'argent, accompagné de quatre fleurs de lys d'or.

Le père ainsi que les oncles de M. OLIVEIRA naquirent dans l'île de Madère, où leur aïeul avait passé à la fin du 16<sup>me</sup> siècle.

L'un de ses oncles était le fameux JOAÕ FRANCISCO DE OLIVEIRA, médecin du roi Don Joaõ VI.— dont parle Balbi dans son ouvrage statistique de Portugal (publié à Paris, 1822):

“*Médecin du roi, médecin en chef des armées, ci-devant chargé d'affaires à Londres, et actuellement à Paris, ce savant distingué, aussi habile dans la médecine que dans la chirurgie, a exercé la première aux Etats-Unis d'Amérique pendant seize ans avec le plus grand succès. C'est à lui que le Portugal doit le réglemeut de ses hôpitaux militaires, que les Cortès viennent d'abolir à cause de la pénurie des Finances.* JOAÕ FRANCISCO DE OLIVEIRA.” BALBI. Volume ii. p. 70.

Après avoir rempli plusieurs positions de haute considération près la famille royale, il fut nommé (1822) ministre plénipotentiaire de S. M. T. Fidèle à la Cour de Londres, et ensuite à Paris.

Le frère de ce diplomate, oncle de M. DE OLIVEIRA, le Maréchal JOAQUIM DE OLIVEIRA, passa avec la famille royale de Portugal, au temps de l'invasion Française, au Brésil, où il a beaucoup aidé à la consolidation de cet état sous l'Empereur DON PEDRO I., qui lui donna de grandes preuves de sa reconnaissance, en le nommant ministre de la guerre plusieurs fois et Membre Permanente du Conseil Impérial.

Sa veuve, la Maréchale de OLIVEIRA, demeure actuellement à Bruxelles, très estimée dans la haute société.

Le cousin de M. DE OLIVEIRA, M. JEAN DE OLIVEIRA (mort en 1852), fut élu membre pour l'île de Madère aux Cortès en 1832. Il se voua entièrement à la politique. Il apporta de grandes améliorations dans les affaires financières du Portugal. Il remplit les fonctions de ministre des finances et des affaires étrangères pendant plusieurs années, et la Reine Dona Maria, pour récompenser ses services, le nomma baron, et ensuite Comte de TOJAL, nom qu'il prit d'un domaine très-étendu qu'il avait acheté près de Lisbonne. Cette terre avait appartenu aux moines dominicains établis par Alphonse I., en l'an 1147, et par décret d'Alphonse III. en 1254. Des privilèges très-grands étaient accordés aux moines de *Abelheira Tojal*.

Le nom de To-jal est d'origine arabe, et il y avait anciennement un palais des califes sur ce point.

Le Comte de TOJAL a cultivé sur cette propriété les meilleurs plants de vignes du Portugal, qui produisent le vin connu en Angleterre sous le nom de *Tojal*, et qui est très-estimé.

Le Comte de TOJAL a pris une grande part à l'administration des affaires avec le Comte de Thomar, et surtout dans les troubles de la junte d'Oporto en 1846; et ensuite de son Ministère de 1848-51.

Par suite de ses liaisons de famille, M. BENJAMIN DE OLIVEIRA a pris un grand intérêt dans les affaires de Portugal. Étant le représentant du Comte de TOJAL, à Londres, il a souvent réglé des affaires financières pour le gouvernement, et en 1846, il fut nommé pour établir les conditions auxquelles le prince don Miguel devait renoncer à ses



droits à la couronne de Portugal, pour recevoir une rente du consentement du gouvernement de S. M. Britannique. M. BENJAMIN D'OLIVEIRA a des possessions considérables dans l'île de Madère. Il a été chargé d'un emprunt, en 1850, pour l'amélioration des chemins, et pour développer les ressources de ce pays. Il a aussi offert une récompense annoncée de cinquante guinées dernièrement dans les feuilles publiques, pour un essai sur les ressources du Portugal, afin de stimuler l'énergie de ce peuple, et d'y attirer les capitaux étrangers, qui a été gagnée par le Chevalier J. J. Forrester d'Oporto.

En 1851, M. DE OLIVEIRA a été envoyé à Madrid par les porteurs de titres de la rente d'Espagne, afin de traiter aux meilleures conditions possibles pour les dix millions sterlings de coupons de la dette étrangère, question qu'il a traitée d'une manière satisfaisante, autant pour le ministère de M. Bravo Murillo, que pour les créanciers. M. DE OLIVEIRA a reçu à cette occasion des remerciements publics mentionnés dans les journaux.

A l'âge de vingt ans (1826), M. DE OLIVEIRA a été envoyé dans le Brésil, pour négocier quelques affaires d'urgence qu'il a menées à bonne fin, et pendant son séjour dans le capital de l'empire du Brésil, il aida son oncle dans une compilation des lois et réglemens pour la marine Brésilienne, et autres ouvrages utiles et à l'avantage de ce pays nouveau.

M. DE OLIVEIRA a écrit les ouvrages suivants :

*Voyages dans le Brésil, le Portugal et l'Espagne, les îles Canaries et de Madère* (1826-1830).

*Notes sur un voyage dans l'Orient, comprenant l'Égypte, la Syrie, Constantinople, l'Asie-Mineure, les îles Ioniennes, la Grèce* (1836).

*Reminiscences of Travels*, sur les productions naturelles, gouvernements, institutions publiques, ouvrages d'art et tableaux, des pays de l'Europe centrale, comprenant l'Allemagne, la France, l'Italie, etc. (1847).

M. DE OLIVEIRA a publié des traductions en Anglais des *Odes* d'Anaéron, de quelques passages de la *Henriade* de Voltaire, et de *l'Esprit des Lois* de Montesquieu; de plus, en vers Latins, *Pope's Messiah* et *Windsor Forest*.

M. DE OLIVEIRA a pris de grands intérêts dans les chemins de fer, non-seulement de l'Angleterre, mais de la Belgique et de la France. En 1845 et 1846, il était président d'une des compagnies formées à Londres pour la concession de Bordeaux à Cette, et il a également obtenu le capital pour offrir au ministère de M. Guizot la formation de celui de ceinture de Paris, concession qu'il est venu demander à Paris.

Il a également fait des grands efforts pour introduire les chemins de

fer en Portugal en 1846, 1850, et 1852. Sur la première époque il a réussi à obtenir le capital pour un ligne depuis Alcaerdo Sal à Lisbonne. Ses négociations en 1850 ont faillis seulement à cause du conseil des ministres, présidé par le Comte de Thomar, refuser une garantie de 6 pour cent sur le capital; faute commise qu'on a regrettée sans cesse. En 1852, M. DE OLIVEIRA a réuni une Compagnie pour la construction du ligne depuis Lisbonne à Santarem, dans laquelle se trouvaient les noms de Locke, Peto, Jackson, Brassey, &c., mais le Gouvernement de Lisbonne à cause des milleurs conditions offretes par une autre Compagnie n'a pas voulu donner la concession à M. DE OLIVEIRA et ses collegues, quoique si bien connues pour les grands travaux.

La première question que M. OLIVEIRA a traitée dans la Chambre des Communs e'est la diminution des droits percés sur les Vins à leur entré en Angleterre: dans laquelle il s'est montré habile et bien instruit non seulement dans les relations statistiques, et politico-economiques, mais aussi à l'égard de ses resultats morales et hygiéniques. Il s'est dévoué à cet enquête: et naturellement avec le zèle et le soin qu'il y apporte, et l'accueil favorable que lui a accordé le Chancelier de l'Exchequer (Mr. Gladstone) il ne reste aucun doute qu'on peu de temps il menera à bonne fin cette question qui interesse vivement les pays qui produisent les Vins, sur tout la France, qui doit en tirer des grands benefices.

Aussi a-t-il donné des soins à des questions de l'embellissement des structures, ponts, et edifices de Londres.

Et à la fin de la Session de 1853, il commença à traiter des emprunts à l'étranger qu'ont faits les Anglais, afin d'y obtenir quelque réglemant satisfaisant.

M. DE OLIVEIRA est directeur de plusieurs compagnies et travaux publics en Angleterre, notamment: *Oxford, Worcester, and Wolverhampton Railway, Provident Life Office*, et d'un des grands ponts qui traversent la Tamise, à Londres. Il se trouve actuellement en correspondance, pour établir des moyens qui tendent à faciliter le commerce international de l'Angleterre avec la France, le Portugal, et l'Espagne.

M. BENJAMIN DE OLIVEIRA est du parti libéral, dit *free trade*. Dans l'année 1835, il s'est porté candidat à la députation, en opposition de Sir ROBERT PEEL, qui était alors du parti *protectionniste*. Depuis ce temps, M. DE OLIVEIRA a pris part au développement des institutions de charité, des hôpitaux, et à l'amélioration de la condition du peuple par l'éducation, etc.

M. DE OLIVEIRA s'est marié en premières noees à M<sup>lle</sup>. PHILA-

DELPHIA-MARY EDE, fille aînée de M. JOHN EDE, négociant de Londres. De ce mariage, il a trois enfants (1838).

En secondes noccs (1849), à M<sup>me</sup>. EMMA H. HUNT, dans laquelle finit une famille très-ancienne du comté de Derby.

Le père de M. DE OLIVEIRA se nommait DOMINGOS DE OLIVEIRA, et faisait des affaires commerciales immenses avec la Russie, le Danemark, la ville de Hambourg, les Etats-Unis et les Indes-Orientales et Occidentales. Quoique Portugais de naissance, il a été naturalisé Anglais par lettres du Prince-Régent (an 1811). Il avait épousé une dame Anglaise nommée JENNINGS. Ses enfauts naquirent en Angleterre.

M. DE OLIVEIRA s'est beaucoup occupé dans la commission du Palais de Cristal pour l'Exposition universelle. Il a présidé une commission pour la conservation de cet édifice à Hyde-Park.

M. DE OLIVEIRA a été deux fois invité à remplir la haute et respectable position de Shérif de Londres et Middlesex; honneur qu'il a été obligé de refuser, à cause de ses autres devoirs publiques.

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## GENERAL COMMITTEE

FAVOURABLE TO THE PRINCIPLE OF A REDUCTION OF DUTY UPON FOREIGN AND COLONIAL WINES; THE AMOUNT OF SUCH REDUCTION, RECIPROCITY WITH OTHER COUNTRIES, AND MORAL AND SOCIAL CONSIDERATIONS, BEING LEFT OPEN QUESTIONS.

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Jeremiah Evans, Esq.  
Henry Guedalla, Esq.  
William Malins, Esq.  
Dr. Daniell, F.R.S.

## SUPPLEMENTARY APPENDIX.

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### THE GRAPE DISEASE IN PORTUGAL.

ADDITIONAL INFORMATION, OCTOBER, 1853.

MUCH has been written on the subject of the disease, which, during the present year, has committed such serious ravages in wine-growing countries; but as yet we have seen no work whatever, worthy of mention, containing any satisfactory description of the blight that has appeared amongst the vines in Portugal.

A disease, according to our notion, is radical; a blight, superficial.

If the root be diseased, we neither expect vigorous shoots nor an abundance of well-formed fruit; although if the plant be blighted, we naturally look for a partial destruction of branch, leaf, fruit, and even of some of the vines themselves.

Radical disease must eventually destroy the 'system' of the plant; but the effects of a fortuitous blight may eventually be overcome, and the plant be restored to health.

A man radically diseased may drag on for years in wretchedness, procreating offspring as wretched and diseased as himself; but another man, healthy and robust, who has been seized with cold, ague, fever, may with prudent care and attention, and assisted by his own good constitution, overcome the epidemic (the blight), recover from his temporary suffering, and be restored to health.

The vine is not like other plants or shrubs—which grow and flourish without the aid of man. A vineyard requires constant care, and without the application of the pruning-knife and the hoe, a mere entangled fruitless maze would be the result.

The vine may be compared to the human frame,—the sap of the one to the blood of the other. Let the circulation of the juices in



either body be checked (no matter the cause), and, for the time being, sickness and debility may be produced; but on this account it does not follow, as a matter of course, that the life of the plant or of the body is to be despaired of.

The vine suffers as much from an excess of heat as from an excess of cold, or of wet,—the extent of its suffering depending upon its exposition, its cast or quality, its position, and the nature of the soil in which it is planted.

We give these as axioms, in the correctness of which, as practical men, we have been led to believe. We will now relate published facts.

In 1842 there was no rain for many months, and the grapes in the port-wine districts were parched and shrivelled before they were properly filled. The worst of vintages was the consequence, notwithstanding the attempts made to establish a high credit for the wines.

In 1850 the season was most adverse. The grapes were ill grown, and imperfectly ripened. The wines were bad; but they were bought up with avidity, and attempts were made to introduce them in the British market, as ports of high character, but without success.

In 1851 the season was favourable, and the grapes perfect; yet the extensive purchases of the defective 1850's induced improper representations to be made with regard to the real quality of the wines of 1851,—representations, however, which the wines themselves have triumphantly repudiated; and the port-vintage of 1851 (the year of the Exhibition of all Nations) will hold as high a position as any on record.

In 1852 the Douro wines were most defective, but being required to blend with wines even more defective, they were all bought up.

Lastly, in the current year (1853) it was stated that the "Madaira disease" had attacked the vines throughout the Alto-Douro; that the roots were decayed, and the fruit all destroyed; and that, by analysis, the vintage would not only prove a failure—a very "dead letter"—but that henceforward no port-wines would be produced!

We acknowledge that from the inclemency of the season this year much damage has been done to the grapes, but having in other years (*viz.* between 1830 and the present one) witnessed similar effects after severe winters, and uncongenial springs, we cannot subscribe to the currently expressed belief that the port-wine world has already come to an end.

The following is the result of our experience of the growth of the grapes in the Alto-Douro during the current year:

From the autumn of 1852 until near Midsummer of this year (1853), continued rain, sleet, hail, and bleak winds prevailed in the north of Portugal. Spring there was none.

The vines became superabundant in sap and vigour, but lacked sufficient heat for the development of their properties, and gentle breezes for the evaporation of the excessive moisture from the soil around them.

In the exposed situations (on the heights or in the Ramo district), even if the waters were evaporated, the cold bleak winds nipped the fruit in the bud, so that the grapes which at first gave indications of great abundance, grew no larger than peas, were covered with mildew, and eventually decayed.

In the low grounds the water remained stagnant; the land could not drain itself, and the currents of air ran too high to produce beneficial effects upon it. The vineyards were full of wood, and bore abundantly. The grapes grew to their full size, and ripened; but, with very few exceptions, the bunches and stalks were covered more or less with mildew, and every grape contained from three to four seeds.

On the slopes of the mountains, the rocky banks of rivers, or of rivulets, on either margin of the Douro, the waters naturally ran off, and the breezes ventilated the vineyards. On these slopes (of which the real port-wine district is chiefly composed, and which in all years are the finest situations,) the vines were not only vigorous and healthy, but altogether free from the blight so general on the heights and low grounds, and the grapes were beautifully formed, ripe, and delicious, producing fine and wholesome wine.

These being facts, which we presume no one will venture to deny, we see no real grounds for the pernicious and alarming impression that the vines in the port-wine districts are all destroyed, and that consequently next year we shall have no wine at all. On the contrary, maintaining as we do, that the injury sustained by the grape-crop this year arose from external and not from radical causes, that the branches and fruit were blighted through the inclemency of the season, and that if the roots were in some situations injured, it was owing to the excessive wet;—moreover, that the grapes most injured were those grown in situations from which only very lately wines were allowed to be exported (being generally of a quality only fit for distillation or home use),—it is our conviction that by proper cultivation the vines of the Alto-Douro will speedily recover from the

shock they have received, and that if the approaching winter be a mild one, the vintage of 1854 will produce at least an average quantity of wine.

In the Bairrada and Estremadura many wines of fair quality have been produced of this vintage, although generally the quantity has proved below the average.

In the Minho much fruit was destroyed by the blight, but somewhat more than the usual number of pipes of good green wine has been made.

All these circumstances being taken into consideration, the total production of wines in Portugal will be found to be considerably less than was calculated upon, and, from the greatly increased exportations, all Portugal wines will be greatly enhanced in price.





