

CUMBERLAND SHIPPING.

We have been favoured with a copy of the following regular statement of the number of vessels belonging to the different ports in Cumberland, with the amount of tonnage belonging to each port. The table is designed for Mr. Sawyers's forthcoming work, which we understand will be replete with similarly valuable information, and will be in the hands of the public in the course of a few days:—

April, 1810.	Jan., 1822	Jan., 1829.	Feb., 1840.
Yes Tons.	Yes.	Tons.	Yes.
188 29,342	181 26,220	195 30,960	217 36,800
W. Whitehaven	134 18,941	117 18,094	126 19,930
Workington	101 13,580	128 18,495	134 17,136
Martynport...	42 4,960	38 4,976	43 5,479
Harrington			44 6,052
Carlisle....	465 66,925	464 67,785	498 73,203
	35 2,413	39 2,706	50 4,276

Total belonging to Cumberland, 499 70,198 537 76,211 502 73,372

We have great pleasure in publishing the above statement of the gradual and onward prosperity of our port: the statement is taken from the returns belonging to the Custom House, and is consequently unerring. It will also have the effect of setting at rest the cavilling of those systematic croakers who for years past have done all in their power to cry down the increasing prosperity of the port, even in the face of facts which were condemnatory of the ungracious position they had assumed. Notwithstanding the oft-repeated assertions that the number of ships belonging to this port, as well as the aggregate of tonnage, were on the decline, the fact is now established beyond the power of refutation that at no period of the history of this place, were the shipping so numerous or the tonnage so large.

CP 30 MAR 1841

An account of the gross receipts at all the Custom Houses in England, Scotland, and Ireland, has just been published by order of the House of Commons. The returns embrace the years ending Jan 5, 1840, and January 5, 1841, and from which we are sorry to perceive that there has been a falling off at this port in the year ending Jan. 5, 1841, as compared with the 12 months preceding of upwards of 14,000*l*. Whitehaven, however, is not singular in this respect, for at the eight ports in England where the receipts exceed those at Whitehaven there is a decline in no less than five of that number, as will be seen from the annexed statement:—

Ports.	1839.	1840.
London.....	£ 11,431,245	5. d. 11,116,685
Bristol.....	1,089,475	5 5 1,027,160
Gloucester.....	163,466	17 5 156,641
Hull.....	884,443	9 11 800,412
Liverpool.....	4,234,118	6 8 4,607,326
Newcastle.....	464,219	12 0 443,294
Plymouth.....	117,878	5 2 135,930
Sunderland.....	111,731	4 1 119,681
Whitehaven.....	107,540	0 2 92,831

It thus appears, that the customs receipts at the nine chief ports in England for the year 1840, have suffered an aggregate decline of no less than 104,153*l*. 10*s*. 0*d*. as compared with the same branch of revenue in the year preceding; the year 1840 may therefore be set down, we presume, as one of general defalcation in the Customs Duties.

THE TRADE OF WHITEHAVEN, NINETY YEARS AGO.

The following curious paragraph and statistics were found in *The Political Magazine* for March, 1783. The comparison they suggest between our port then and now, and the other ports of the kingdom, is fraught with food for reflection. Verily, the world has spun round since 1771:—

The subjoined extract from the register of shipping, which displays the tonnage of ships English and foreign, cleared outwards from our five principal ports, as representatives of the whole, will not only demonstrate the great progress of our navigation in twenty years, though a long war intervened, but will arrange the relative importance of each, which had not yet been distinctly done. London has always been first in commercial greatness; Bristol, which is only the fifth, has been hitherto deemed the second; and Whitehaven, whose rank has been altogether unascertained, now claims an equality with London, in respect to the numbers of native shipping. By including the year 1773 and 1774, which were times of still greater traffic, as part of the comparative period, the latter part of the twenty years had shown a much greater superiority. But candour requires that extremes should be avoided.

A Table of the Shipping which were cleared outwards, at the five following ports, during the years 1750, 1751, and 1752:—

Ports.	1750.		1751.		1752.	
	Tons.	Form.	Tons.	Form.	Tons.	Form.
London.....	146,187	33,673	140,508	25,051	145,999	25,582
Whitehaven.....	100,068	710	113,092	—	128,154	210
Liverpool.....	83,283	9,429	82,675	2,228	81,215	6,682
Newcastle.....	41,826	3,400	56,448	920	48,406	1,550
Bristol.....	24,411	3,225	25,720	2,511	25,057	3,673
	1770.		1771.		1772.	
London.....	178,220	34,656	196,230	38,335	198,758	47,077
Whitehaven.....	187,448	—	208,368	—	192,436	—
Liverpool.....	67,043	9,535	69,868	7,968	76,036	11,284
Newcastle.....	52,704	1,560	62,154	3,470	61,603	1,866
Bristol.....	30,063	4,776	31,482	7,338	31,529	4,165

OUR FOREIGN TRADE.

The following is a return of the foreign cargoes imported into Whitehaven from January 1859, up to the present time:—

VESSEL.	NATION.	WHERE FROM.	CARGO.	IMPORTER.
Ann Thompson...	British	Moulmein	timber	T. & J. Brocklebank
Gipsy	do	Cadiz	do	R. & J. Jefferson & others
James	French	Charante	brandy	do
Nautilus	Mecklenburgh	Memel	timber	J & W Jackson
Transit	British	Quebec	do	do
Thomas Lee	do	do	do	J & A McGowan
John Pink	do	do	do	do
Scipio	do	do	do	J & W Jackson
Jane	do	do	do	do
Ituna	do	do	do	I. Kennedy & Co & others
Mentor	Prussian	Dalhousie	do	do
Confidence	do	do	do	do
Diana	British	do	do	J & W Jackson
Harmonie	Prussian	do	do	J & A McGowan
Brilliant	do	do	do	J & W Jackson
March Hare	British	Danzig	do	J & A McGowan
Galatia	do	Manigua	sugar	Robert Dawson
Martha	do	Constantinople	corn	Edward Nicholson
Confidence	do	Quebec	timber	H. Williamson
Thomas Lee	do	St. Petersburg	hemp	T. & J. Brocklebank
Thompson	do	Quebec	timber	T. & A McGowan
Keepsake	do	do	do	J & W Jackson
Bertha	Norwegian	do	do	do
Bellona	do	Breyis	do	J & A McGowan
Fisher	British	Depetara	do	J & W Jackson
	do	Quebec	do	T. & J. Brocklebank
	do	do	do	T. Kennedy & Co

The large proportion borne by the timber imports to the whole foreign trade of the port will be noticed, and must form a claim to additional accommodation in any alterations the Trustees may decide upon making in the harbour.

