trade of Hull consists in the importation from Russia, Swe­den, and Denmark, of naval stores, and the other produc­tions of those countries, and in the exportation to them of the manufactured goods produced in the counties of York, Lancaster, Derby, Chester, and Nottingham, with which the town is connected by means of canal and river-naviga­tion. The same description of trade is carried on between Hull and the ports of Holland and Germany as exists be­twixt it and the towns on the Baltic Sea. Although these are the most ancient and the most natural sources of the commerce of Hull, yet to them it is by no means confined. Considerable trade is carried on with the United States of America, with the West Indies, with the ports of the Medi­terranean, with Spain and Portugal, and recently with South America. The building and equipping of ships is a source of great employment, and some ships as large as those with 74 guns were built here during the war. Many vessels be­longing to Hull shipowners are to be hired for freight, and may be found in almost every part of the globe. The whale- fishery has, from the first years of the discovery of Green­land, been pursued by the inhabitants of Hull, but with pre-eminent success ever since the year 1766, when an indi­vidual merchant of that town gave an impulse to that branch of industry, by which its prosperity has been much pro­moted. In order to promote thc internal trade of this divi­sion of the county, the town of Goole, on the river Ouse, has, by a recent act of parliament, been made a custom­house and bonding port. Many ships now repair to it to load and discharge cargoes, from its being near to the chief seat of the manufacturing districts, where the population is the most dense, and where is the greatest production as well as consumption of various articles of merchandize. The trade with the interior, by the different rivers that empty their waters into the Humber, and by the canals that connect these rivers with each other, is of an extent which has no parallel in any other part of Europe, where their rivers have a course of navigation of much greater length.

The most interesting objects in this division of Yorkshire are the natural eaves at Flamborough Head, York Minster. Howden Church, Kirkham Priory, Bridlington Priory, and Trinity Church in Hull.

The most distinguished seats of noblemen and gentle­men are Wressle Castle, Colonel Wyndham ; Birdsal, Lord Middleton ; Boynton, Sir William Strickland ; Cave Castle, H. B. Barnard, Esq.; Burton Constable, Francis Constable, Esq. ; Hotham, R. C. Burton, Esq. ; Ragwell, D. Sykes, Esq. ; Sledmere, Sir Μ. Μ. Sykes, Bart. ; Woodhouse, Ro­bert Denison, Esq. ; Melburn, Sir Henry Vavasour, Barb ; and Scampson, Sir William St Quintin, Bart.

The election for members of parliament for the east rid­ing is held at Beverley ; and the other polling places are Hull, Driffield, Pocklington, Bridlington, Howden, Hedon, and Settrington.

The principal towns and their inhabitants in 1831 were, Hull town, 32,958, but including its very large suburb Sculcoates with 13,468, and Sutton with 4383 inhabi­tants, thc population of the port was 50,809 ; Beverley, 8302; Bridlington, 4792; Howden, 4531 ; and Driffield, 2990.

The west riding of the county very far exceeds the other two in extent, population, wealth, and activity. It is di­vided into nine wapentakes ; and beside these, a small district is, for election purposes, comprehended in this rid­ing, although some parts of it are situated in the other two ridings. The division of this part, called the Ainsty of the city of York, comprehends the city itself and eighteen other parishes, whose extent is 54,400 acres. Leaving out this Ainsty, the west riding contains 2576 square statute miles, or 1,648,640 acres. The population at thc four decennial enumerations was found to be, in 1801, 565,282; in 1811,

655,350; in 1821,801,274; and in 1831, 976,350. At the last of these periods, the males were 485,812, and the females 490,538; the families were 198,646, of whom 31,188 were chiefly employed in agriculture, 118,733 were engaged in trade and manufactures, and 48,725 not comprised in either of the other two classes. The number of males at that time under twenty years of age was 231,666; the occu­piers of land employing labourers were 7096 ; the occupiers of land not employing labourers were 10,636 ; the labourers employed in agriculture were 24,502 ; those persons em­ployed in manufactures, or in making manufacturing ma­chinery, were 74,699 ; those employed in retail trade or handicraft, as masters or workmen, were 60,109; the capi­talists, bankers, professional and other educated men, were 8354; the labourers employed in labour not agricultural, 33,685 ; other males twenty years of age (excepting ser­vants) 10,366 ; male servants twenty years of age, 2249, and under twenty years of age, 1025 ; the female servants were 22,107.

The face of the country furnishes scenes strikingly con­trasted. The eastern portion, stretched along the banks of the Ouse, is generally a flat, moist, and marshy district, in some parts fruitful, but in all uninteresting to the tourist. The middle part, as far as Sheffield, Bradford, and Otley, is an undulating country, finely varied, and rising gradually till it reaches the most western portion, which is very rugged and mountainous. Beyond Sheffield, black moors are the only objects, till Blackstone Ledge is reached, on the con­fines of Lancashire. The western part of Craven presents heaps of rocks and mountains in the most picturesque forms and situations. Pennygant, Wharnside, and Ingleborough, the most conspicuous of these, may be classed among the loftiest mountains in England. According to the Tri­gonometrical Survey of Colonel Mudge, the height of Wharnside is 2263 feet, of Pennygant, 2270, and of Ingle­borough, 2361. Amidst the hilly and mountainous tracts of this riding are many romantic and some sequestered valleys, presenting the most beautiful scenery. The roost extensive of these are Netherdale, watered by the Nid, Wharfdale, and the vale of Aire ; but many of the smaller vales vie with them in picturesque beauty, and, being generally enclosed, well wooded, and thickly studded with villages and houses, present, from the surrounding emi­nences, the most enchanting prospects, combining often in the same view the most sublime and the most lively of rural scenery. The roads from Knaresborough or Ripon to Pateley Bridge, from Tadcaster to Otley and Skipton, from Leeds by Bradford and Keighley to Skipton, from Bradford to Halifax, and from Halifax by Dewsbury to Wakefield, unfold some of the finest scenery that can be seen in this island. The climate of this riding is very much varied ; in the eastern part, near the Ouse, it is warm and moist; in the middle district the air is sharp, clear, and generally considered healthy ; in the western parts the climate is cold, tempestuous, and rainy. The mountains of Craven and the moors near Blackstone Ledge are the most foggy, rainy, and stormy districts in England, though the climate is considered to be salubrious to those of sound constitutions, and the inhabitants have a robust and healthy appearance.

A very great portion of the land of this riding is pos­sessed by small proprietors, although some few noblemen have extensive tracts of land. Most of the occupancies are rather small ; none is large ; the greater part are less than fifty acres. A great part is kept exclusively in grass, and used for the dairy or for fattening cattle. On the arable lands a greater quantity of wheat is raised than of any other grain. It is mostly of the red kind, and is sown after fallow or turnips, but sometimes on a clover ley. Rye is not cul­tivated to any great extent. Barley is raised in much less quantities than wheat, Oats are cultivated to a great ex-