

point to be simply considered. And the nava policy of Britain requires, that the British West-Indies should be supplied with lumber from the rivers of Germany and the shores of the Baltic, even in preference to Canada and to Nova Scotia. For, it was the opinion of Sir Josiah Child, which the experience of a century hath verified;” That there is nothing more prejudicial and in prospect more dangerous to any mother kingdom than the encrease of shipping in their plantations and provinces:” And from the register of shipping at Lloyd’s Coffee-house we may learn, that the Colonists have begun to build ships in Nova Scotia and Canada and that the British merchants have constructed, since the revolt, vessels of three hundred tons at Newfoundland and smaller ones on the inhospitable shores of Labradore. Whether the nautical interests of the kingdom would be promoted the most, by the building of ships at Poole, (since it is the merchants at Poole who chiefly build ships at Newfoundland and Labradore) or at Newfoundland, is a question which does not merit any answer: Nor, is it necessary to enquire, whether Britain would be most benefitted, by fetching the wood from Newfoundland, or by sending thither the iron and sails: And thus it is, says Montesquieu, that Holland has its quarries and its forests.

In this manner are we led to infer, that neither the petty profits of the West-Indians, who enjoy monopolies enow, nor a considerable advantage to our remaining colonists, who may convert their