

Brougham's "*Inquiry into the Colonial Policy of the European Powers*," Vol. 1, p. 174, Ed. 1803.

IN comparing the advantages of long and short voyages Mr. B. says, "Now the long voyage has another and very material advantage. Whether the distant market be a home or a foreign one; and whether it be more or less remote than twice the distance of the other market, with the profits of which we may compare its returns, it encourages a breed of Men, essentially necessary to every member of the European Commonwealth, which would engage in an extensive foreign traffic of any description whatever—I mean, the breed of seamen. The Coasting Trade is, indeed, an excellent nursery: but it is in no country sufficient to form a navy, not even in Great Britain, however extensive her sea-coast, and her internal commerce may be. The commerce of the nearer countries in Europe, however enlarged, although the whole capital of the colonial trade were turned into it, would still be inadequate; and that for the five following reasons."

It is not necessary here to quote the whole, however excellent.

"In the first place, a smaller number of sailors could man the vessels, which would be necessary for the same bulk of traffic; consequently, a smaller number would be employed. The owner and master of a vessel in calculating the crew which he may require, considers the length of time during which he is to remain at sea, removed from