

blished manufactories of woollen, linen, &c. and every useful art for the improvement of the trade and navigation, as well as the general knowledge, of his people, obliging them also to send their children thither for that end. And, in consequence of these vast schemes, and of his possessing the fine port of Revel in Livonia, we have, since the building of Petersburg, seen the new spectacle of a Russian fleet triumphant in the Baltic sea, obliging the fleets of their opponents there, to shelter themselves under the cannon of their fortresses. By the erection of this new city the port of Archangel in the White sea, to which formerly there usually resorted yearly 100 or more ships, English, Dutch, French, Hamburgers, &c. is considerably declined in its commerce, its former customs having by some been reckoned to amount to £100,000 sterling, annually: Riga also, and Narva, will probably be more and more impaired in their commerce, if Petersburg continues to flourish, as the latter is so commodiously situated for the transportation of Russian merchandize, by the river Neva, and the great lakes Ladoga and Onega, as well as by land carriage, to and from the interior parts of the Russian empire; from whence, and from Livonia, &c. that city is well supplied with whatever it has need of. The watery situation of Petersburg, and the overflowings of the Neva, are the principal inconveniencies attending it.

Peter also ordered a canal to be made between the river Woronitz and another small one falling into the great river Volga, whereby a communication was to be opened between the later and the river Don, the one falling into the Caspian, and the other into the Black sea, under the direction of Captain John Perry, an Englishman, who likewise, by that great prince's order, had partly executed a much greater work, being a grand canal between the Volga and the Don, nearer the mouths of those two huge rivers; but the taking of Asoph from him by the Turks put a stop to that vast design.

The almost unparalleled tempest, which happened in November 1703, more especially round the southern coasts of Great Britain, was undoubtedly a great calamity, by the loss of many fine English ships of war, and a great number of merchant ships with their valuable cargoes, as well as of many lives; and was doubtless some obstruction to the increase of the nation's wealth: nevertheless it appears by D'Avenant's\* report to the commissioners of accounts in the year 1712, that the exports of England in this same year, to all parts of the world, amounted to £6,644,103 of which there was exported to Holland alone £2,417,890, being above one third of the whole †.

\* D'Avenant was then inspector-general of the customs. *A.*

† Sir Charles Whitworth, from the inspector-general's accounts, states the exports to Holland in 1703 at £2,425,599: and we must remember that the sum of £473,750, the amount of coin and bul-

lion exported, ought not to be included in the exports, to swell the total of a favourable balance by a fallacious statement, whereas it is in fact quite the contrary, the payment of an unfavourable balance. *M.*