

As failors are a class of men that will not readily betake themselves to any other employment, it would be highly necessary to provide for those Americans who are already of that profession, and at the same time put a stop to their farther increase.

Both these ends, I am of opinion, would be answered, by allowing all American failors, and others who were actual apprentices to that employment, at the commencement of the proposed act, to be registered as such (within a limited time) in any of the Colony vice-admiralty courts; and on producing certificates of the same, to pass as British denizens in every respect, except the Newfoundland fishery, for reasons hereafter mentioned. But that no American, except those so registered, shall be esteemed a denizen of Britain, unless he serve an apprenticeship of seven years in a British merchant ship, or has been so long on board a man of war, and likewise become, as far as he can as a seaman, a resident in this country, by his family, should he have one, residing here.

The commercial advantages, besides accession of power, arising to this country, from the principal navigation of the Colonies being carried on in ships of British property, and navigated by British seamen, are so obvious, that they need not be insisted on. However, we shall enumerate a few of them.

1. The profits of the freights of the ships so employed, by coming solely to this country, would