

sessions abroad, from the countries to which they belong, goods the produce of those countries, and to export goods from such possessions to be carried to any foreign country whatever.

The *law of navigation*, referred to as above, must be the act, also, of 5th July, 1825, (6th Geo. 4th, ch. 109,) entitled, "An act for the encouragement of British shipping and navigation." It is enacted by its first section, that the act shall be in force from the 5th of January, 1826, and shall constitute and be the *law of navigation* of the British empire. The 11th section provides "that no goods shall be imported into any British possession in Asia, Africa, or America, in any foreign ships, unless they be ships of the country of which the goods are the produce, and from which the goods are imported." The 4th and 10th sections provide against the importation, in foreign ships, into the United Kingdom, or into any British possession in Asia, Africa, or America, of goods carried from any such British possession. There is not in the act any provision restricting the exportation of goods from any such British possession in foreign ships to any foreign country whatever. But the act does not expressly repeal any such restriction previously in force, nor indeed any former act whatever relating to trade and navigation. The preamble, which makes part of the first section, only states that the laws relating to the encouragement of British navigation will be repealed in consequence of another act passed in the same session of Parliament, entitled "An act to repeal the several laws relating to the customs."

This last mentioned act is that of 6th Geo. 4th, ch. 105, passed, also, on the 5th of July, 1825. Though purporting from its title to repeal only custom house laws, this act repeals, from and after the 5th day of July, 1826, so much and such parts of the several and respective statutes therein after mentioned and recited, as relates to the trade and navigation of the Kingdom, or to the importation or exportation of goods, &c. &c. The statutes thus therein sanctioned and repealed, amount to about four hundred and fifty, including, as I believe, all former acts relating to the trade and navigation from 17th Richard 2d to 5th Geo. 4th, ch. 94. The 16th section specially repeals so much of the navigation act, 12th Charles 2d, ch. 18, as remains unrepealed; and the 359th section repeals altogether the first abovementioned act of 24th June, 1822, (3 Geo. 4th, ch. 44,) entitled "An act to regulate the trade between his Majesty's possessions in America and the West Indies, and other places in America and the West Indies."

From what precedes, it follows, first, that the restriction which limits the importations, in foreign vessels, of goods into the British West Indies and American Colonies, the vessels of the country of which the goods are the produce, and coming direct from [such] country, having been revived by the navigation act of 5th July 1825, is still in force; secondly, that the restrictions which limited the exportations in foreign vessels, of goods exported from the British West Indies and American Colonies, to a direct exportation to the country to which such vessel did belong, is so far repealed, as that such exportations, in such vessels.