

But without resting the question on *opinions*, we may appeal to *facts*. I have sought information of the risks which have attended our foreign trade, within the present year, from the two principal districts of Massachusetts.

By the statement in my hand, lately received, and which is of unquestionable authority, I find, that at one insurance office in Boston, 43 policies have been written, on vessels engaged in foreign voyages, since the first of January, 1808. Of these

5 were undetermined.

1 vessel (the *Neutrality*) bound from Marseilles to Boston, captured and condemned at Gibraltar, for violating the blockade declared by the British orders in council.

37 arrived safely. In all 43.

It is stated, that there were three policies on the *Neutrality*; and that possibly there might be more than one policy on one vessel among the 37 safe arrivals.

At another office in Boston, out of 75 risks, principally to the West Indies,

3 vessels were captured by the French, of which the British recaptured 2.

1 captured by the British, supposed to be French property.

16...about this number are undetermined; and the rest, about 55, have ended safely. In all 75.

At another office in Boston, out of somewhat more than 100 risks,

4 vessels were captured by the British, of which 2 were condemned for breach of orders in council; 1 probably enemy's property, and 1 remained under adjudication.

1 captured and condemned by the French; and

1 seized by them at Alicant, while they had the power there.

25 risks were undetermined; and the remainder ended safely.

The premiums of insurance have been about eleven per cent. to and from the West Indies, for the whole voyage.

7 per cent. from the West Indies, with cargo on board.

9 to 10 per cent. from Europe, if not violating British orders.

4 to 5 per cent. from Europe, against *French* capture only.

By a statement received from Salem, on the correctness of which I can rely, I find that in the district of Salem and Beverly, 22 vessels sailed, by the president's permission, between the 5th of April and the 10th of August. Of these vessels, one sailed to Sumatra, one to Senegal, and the rest to the different ports in the West Indies. Of the whole number,

1 returned leaky, and remained at home.

12 returned in safety; and

9 remained undetermined; but it was not known that any of them had been detained or condemned by any foreign power.

In all 22.

The insurance on the Sumatra voyage, out and home, was 14 per cent.