

nience from the proposed restriction, as they already employ British ships, or those of their neighbours, the northern Colonies.

The proprietors of ships in the northern Colonies, from the great number they possess and employ, not only in their own immediate commerce, but even in that of the Colonies to the south, would be the only body of people who could have any shadow of reason to complain, were the proposed restraining law put immediately in force; but by suspending it for one or two years, these people would have time sufficient to obviate any inconvenience thence arising to themselves, by disposing of their shipping to the residents of Britain (who would have a great demand for ships from their increase of carrying trade) or otherwise, by becoming residents in Britain, they might continue their property in ships, and the employ of them unchanged.

This alternative, mild and easy as it is, would undoubtedly be complained of as an infringement of natural liberty; but even supposing it a hardship, it is necessary the interest of individuals should give way to the good of the public.

If it be essential that all the shipping employed in the Colony foreign trade should be British property, it is equally, or even more so that they should be navigated by British denizens or residents, that is (according to the act of navigation in other cases) the master and two-thirds of the crew should be British.