

portations under the latter act must be by licence from his Majesty, and of articles the produce or manufacture of countries, not prohibited to be used or consumed here. The trade carried on under this act differs from that under the 39th and 40th Geo. 3. c. 34. in as much as there is no restriction on the tonnage of the vessels; and the articles imported under it may be sold for *home* consumption, except sugar and coffee, which must be warehoused for exportation: it therefore only remained requisite to vest the same power in his Majesty, with respect to countries *in* amity, which he had by the 43d Geo. 3. c. 153. in regard to countries *not in* amity, and then the *whole* navigation system was liable to be suspended at discretion; which it appears had been done in some instances, even before this act passed; but the illegality thereof was cured by an act of indemnity, namely by the 45th Geo. 3. c. 33.

By the 44th Geo. 3. c. 29. his Majesty was also authorized to allow certain enumerated articles to be imported in any *foreign* ship, on payment of the same duties as in a British ship. This act was limited in its duration, but afterwards continued, with the addition of goat skins, by the 45th Geo. 3. c. 80., and further continued by the 46th Geo. 3. c. 29. s. 9. to the 25th March, 1808. It is to be observed, that none of the articles enumerated could be imported from *any* place in a British ship, except goat skins, which were allowed under the 15th Geo. 3. c. 35. and which was made perpetual by the 31st Geo. 3. c. 43.

These are the leading features of the several statutes, which established and gave permanency to "the system of suspension;" attempted to be justified on the presumed ground of necessity, but which, in the opinions of well-informed and disinterested persons, did not exist to warrant such a radical change in a fundamental law of the land. The principle adopted in the act which allowed goods to be imported in time of peace in neutral vessels and to be warehoused for exportation had never been acted upon in any former peace; nor was it warranted by then existing circumstances, for it is well known that at the close of the *last* war several thousand tons of British Shipping could not procure employment. It was the injurious operation of these acts, which induced the