

end to our most valuable export of woollens; it would be a great loss to France to order us. It has been said that the islands cannot exist without an open trade to the American States; it may be asked, how they have existed during the war, when even Canada or Nova Scotia, and also England and Ireland, were not open to them without great expence and risk?

They got their lumber by prizes and through neutral islands; but not so much as may now be got immediately from Canada and Nova Scotia. The lumber of those colonies are the best in America. Some little time may be necessary before a full supply of all the articles they can produce will be obtained but it will be better for this country to allow a bounty on lumber, conveyed in British vessels from Canada and Nova Scotia to the West Indies for a limited time, than to sacrifice our carrying trade also a bounty on building ships in Canada and Nova Scotia, to be employed in the fishery or carrying trade to the West Indies; also a small bounty for a limited time on making wheat into flour<sup>e</sup> in Canada, to encourage mills † there, and to supply the fisheries with bread or biscuit.

From the bay of Fundy or Halifax, or even from the gulph of St. Laurence to the West Indies, the navigation is little longer or more tedious than from the Delaware or Chesapeak. Vessels going from the American States are obliged to steer far to the east to get into the trade winds. From the most Leeward Islands, the passage to the gulph of St. Laurence may be made in 15, 20, or 25 days, although 35 or 40 may be necessary to go to Quebec.

Under the article of corn, it has appeared how amply Canada can supply our islands. It appears also, that no part of the world furnishes greater advantages for ship building. The oak of Canada is heavier and much more lasting than that of New England. In short, it is unquestionably a fact, that Nova Scotia and Canada will soon become capable, with a very little encouragement, of supplying our islands with all the shipping, fish, timber, and lumber of every kind, and with mill or draft horses, with flour and several other articles they may want; and Bermuda shipping might supply the islands with such articles as will be wanted from the Southern States, viz. Indian corn, rice, and the little tobacco that may be necessary in addition to what is grown in the West Indies for the negroes.

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*\* In general, as to the bounties, we had better withdraw them in as many instances as possible, and take off duties on raw materials imported at least to the amount of the saving from bounties; but in the present case it might be advisable to give bounties for five or seven years certain. Five shillings per ton on Canada or Nova Scotia built ships, not under forty tons, would encourage many articles there, and draw workmen thither. Ten shillings on each*