

*Asterdam, Leghorn, or any other Port of Europe,* would join with Merchants and Planters in *Great Britain, Ireland* and our Colonies, and become Joint-Owners of Ships with a View of Dispatch; which is the greatest Advantage that attends the Shipping-Trade. The Merchants would be concern'd with a View of Commissions, and other Advantages, and the Planters View would be to encourage a foreign Consumption, and to avoid a glutted Market at Home; and all this would be attended with lower Freights, and a Choice of Markets, besides an Increase of *British* Merchants at several foreign Ports, and, consequently, of the *British* Interest in several foreign Countries.

As touching the 3d Point, *which restrains all Ships bound to the Northern Part of Europe, to touch and enter at some Port in Great Britain in their Way to such foreign Ports.*

THIS at first View appears to be convenient from the Situation of *Great Britain* in the direct Way to all the Northern Ports, where we may probably send Sugar; and, no doubt, many Ships will touch without any Compulsion, especially in the Summer Months, and in peaceable Times, to try the Market, and for Intelligence and Orders. And some People may think it necessary to guard against carrying on an illicit Trade; but certainly sufficient Care is taken to prevent that in this Act, as well as in other Acts of Trade: And since every Ship is oblig'd within eight Months after the Delivery of her Cargoe at foreign Markets to return to *Great Britain*, and there unload what she shall have on Board, there seems to be no Cause why the like Liberty may not be given to Ships bound to the Northern, as well as Southern Ports of *Europe*. And Instances may happen to make this Restriction of very ill Consequence, especially in the Cases of War, bad Weather, and contrary Winds.