

venience; but, on the other Hand, it would give the *British* Planters and Merchants a better Opportunity to send their Sugar to the best Markets, as soon as they hear they may gain an Advantage, as there would then generally be in the Plantations a Choice of Ships of all Sizes, suitable to the Quantity that may, from Time to Time, be wanted at foreign Markets; and quick Intelligence and Dispatch is the Life of Trade: And besides, the Freight by means of taking out Licences as here proposed, could be afforded at least one or two Shillings *per* Hundred Weight cheaper than by any Ship that is oblig'd to take out a Licence in, and to proceed directly from *Great Britain*; and as Cargoes of Sugars are usually made up by sundry Merchants and Planters, some on one Side of the Water and some on the other, it has been found difficult to get Ships of a proper Size to go into this Exportation-Trade, for Fear of Disappointments, which have often happen'd since this Liberty was granted, from many unforeseen Accidents, particularly in losing Time and missing good Markets.

In regard to the second Article, *concerning Owners of Ships*, it is to be observ'd, that all Owners of Ships are to reside in *Great Britain* or the Sugar-Islands; so that any of his Majesty's Subjects that reside in *Ireland*, the Northern Colonies, *Africa* or any *British* Factory abroad, are debarr'd from lending a helping Hand to regain a lost Trade that has turn'd out so much, in Favour of the French Nation: Surely then this Trade requires as much Encouragement, in this Case, (as well as all other Cases) as any Trade whatsoever, since the principal Part of our Shipping-Trade is usually carried on in Partnership, by Persons who have other Views of Gain than barely the Profits of Shipping, which is often a losing Trade: A *British* Factor at *Hamburg*, *Amsterdam*,