

of this country alone. The History, therefore, of Shipping and Navigation includes in it the history of the different branches of foreign and domestic trade, and of the fisheries carried on either upon our coasts or abroad; and we shall accordingly, in pursuing this enquiry, be led to consider the laws that have been made for better regulating those various objects of commercial policy.

BUT this, understood in its largest extent, opens to us a field of more space and greater variety than is necessary for our present purpose; some limit must therefore be set to our research: in so doing it is meant to confine ourselves merely to such matters as belong to *shipping* and *navigation* in the stricter sense of those words, or at least in the parliamentary sense which they have acquired from the use and application of them in different acts of parliament. Thus, whatever relates to a *ship*, and its qualifications of *ownership*, or *built*, the master who commands, and the seamen who *navigate* it, the *goods* and *commodities*, and the *places* from which it may import by virtue of such qualifications; all these are peculiarly subjects of the present History, and will of themselves bring before us the trade and commerce of the whole world. But any incidents and circumstances relating to that trade and commerce, and not originating from, or belonging to, the precise nature of such qualifications of the *ship* and its *navigation*, are extraneous and foreign. Thus the whole concern of customs and duties being merely regulations of revenue; the detail for collecting, and securing

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