

seasoned to the climate. From the foregoing state of the imports and exports of the American states to and from Europe and the West Indies, a judgement may be formed of their natural course and tendency, and their importance, and what measures ought to be taken by Great Britain; or rather, it appears, that little is to be done, and our great care should be to avoid doing mischief.

The American States are separated from us and independent, consequently foreign, the declaring them such, puts them in the only situation in which they can be, all difficulty is removed, nothing is hazarded, no hidden mischief is to be dreaded, but relying on those commercial principles and regulations under which our trade and navy have become so great, Great Britain will lose few of the advantages she possessed before the American States became independent.

The Navigation act prevented the Dutch from being the carriers of our trade. The violation or relaxation of that act in favour of the West Indian Islands, or of the American States, will give that advantage to the New-Englanders. The bill, in its present state, allowing an open trade between the American States and our islands, relinquishes the only use and advantage of colonies or West India islands, and for which alone it could be worth while to incur the vast expence of their maintenance and protection, viz. The monopoly of their consumption; and of the carriage of their produce; our late wars have been for the exclusive trade of America, and our enormous debt has been incurred for that object. Our remaining colonies on the continent and islands, and the favourable state of English manufactures may still give us the trade of America almost exclusively; but the bill grants the West India trade to the American States on better terms than we can have it ourselves, and these advantages are bestowed, while local circumstances insure many others which it is our duty to guard against, rather than promote.

It makes it the interest of our merchants to trade under the American flag; every man knows that shipping, and every provision necessary for shipping, may be had in America at two-thirds of the expence they may be had here.

It is the policy of France and Spain, not to suffer foreign vessels to trade to their islands and colonies, and it has been hitherto our policy; but the bill, without the least necessity, gives up this most necessary restriction, and our whole commercial system.

The French, indeed, opened the trade to their West India islands in 1779, to neutral nations, that they might take every seaman they possibly could for their navy. The consequences would soon have been the destruction of their navy as it was of their trade. Ships from all parts went to their islands, and carried the produce where they pleased. West India produce became scarce in France at the time it was plentiful in the north. The revenue failed. France lost one million and a half sterling, and the

NS

going to the  
at this article;  
and shingles;

ry Kind for  
ands.

ent from New-  
p; but none to  
ds; some sheep  
efficient for the  
ly be-purchased  
Bermuda vessels

OBACCO.

ndies; what is  
corn is much  
inia and North  
their negroes in a  
answer at other  
ent use. They  
Bermuda vessels  
and also lumber

ute for Rice

American States,  
w York and the  
ufficient quantity  
great demand  
country; but  
cept about Alba-  
in in pickle before  
nwer. will bight

eneral Assemblies  
mas and Georgia  
ion by no means  
aves was lowered  
ere preferred, as  
seasoned