

This Committee indignantly repel the assertion that the interests of humanity are involved in the question as brought before you in Mr. Young's letter. If the proposed measure were to prevent navigation by unseaworthy ships of whatever build, and whether new or old, the plea of humanity might properly be introduced; but the tax is proposed to be imposed only on colonial-built ships, and practically, if so imposed, would be paid on them only when new.

Now it is well known that on account of their greater buoyancy colonial-built ships are "good sea boats," and I do not hesitate to assert that a New Brunswick ship of the best description is safer in heavy weather than the finest ship ever produced in the River Thames. Many instances are known to members of this Committee of colonial-built ships, with heavy cargoes of sugar, having survived, with little or no damage to themselves or their cargoes, the effects of hurricanes, in which the finest British-built ships, with similar cargoes, have foundered, within a few miles of them; and I also adduce the case of a New Brunswick built ship of 250 tons burthen, which arrived in London with a cargo of sugar from Jamaica, having suffered trifling damage from a hurricane, in which a Government packet of about the same tonnage, and of course without cargo, went down within sight of her, and all on board perished.

In conclusion, the Committee direct me to express their sanguine hope that you will not deem it either just or politic to burthen the industry of the North American colonies with the proposed tax; that you will not consider such a tax required for the benefit of the British shipping interests, on the ground of greater cheapness or other assumed advantages; that you will be convinced that the interests of humanity are not in any degree involved in the question; and that you may be pleased to make to the Committee such a communication of the views of Her Majesty's Government on the subject, as may enable them to allay the apprehensions to which the publication of Mr. Young's letter has given rise in the colonies.

I have, &c.
(signed) *Robert Carter*, Hon. Secretary.

Office of Committee of Privy Council for Trade,
Whitehall, 8 January 1845.

Sir,

I AM directed by the Lords of the Committee of Privy Council for Trade to acknowledge the receipt of your letter of the 31st ultimo, relative to the proposition of the General Shipowners' Association for taxing colonial-built ships on their admission to the privilege of British registry, which my Lords have perused with attention; and I am to state, in reply, that my Lords thought it due to the Committee of the General Shipowners' Association that they should not place any obstacle in the way of the publication of the letter from the chairman of that body, expressing the views it had been led to adopt on a proposition of great moment; but as the consequence of that publication appears to have been to draw attention to that proposal, and to create some apprehension in the minds of those whom it immediately concerns, my Lords deem it their duty to apprise you, for the information of the Committee of the North American Colonial Association, that they have at no time conveyed on the part of Her Majesty's Government any sanction or encouragement to the project, nor are they now inclined to view it with favour.

R. Carter, Esq.

I am, &c.
(signed) *J. MacGregor*.

LETTER from *G. F. Young*, Esq., Chairman of the Committee of the General Shipowners' Society, on the Subject of the Admission of Colonial-built Ships to the Privilege of British Registry.

To the Right Honourable *W. E. Gladstone*, President of the Board of Privy Council for Trade, &c. &c. &c.

Sir,

In the name and on behalf of the Committee of the General Shipowners' Society, I avail myself of the permission accorded to me at an interview with
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