

articles, cannot be doubted. Whether this regulation will be convenient to the united states—to France—to Spain—to Portugal—to Russia—to Prussia—who, exporting twenty or thirty times the bulk of goods, that Great-Britain ships, do not enjoy a part of the carriage for foreign nations, equal to what she possesses, is a question those nations are severally to consider and determine. Facts, in the mean time, are interesting. In the year 1772, as Mr. Anderson informs, the imports and exports of the Baltic were made in 6680 vessels, of which the British were 1894, the French, Spanish, Portuguese, and Russian only 45. The commodities carried thither (in addition to their own manufactures) were the produce and fabrics of all the countries of Europe and of the East and West-Indies, which, by their navigation act, could not have been imported into Great-Britain in like manner. The same may be said of the cargoes they brought away, so far as they were carried directly to the ports of other nations, or were reshipped from their own ports in their original form. The same writer states the British entries in Lisbon, in the year 1788, to have been 351, and those of Portugal, in her own metropolis and emporium, to have been only 283. The Spaniards had but 31, the Russians one, the Prussians one, and Dantzickers one. By the same authority we are instructed, that the British entries in Malaga in 1787, were 189, the Dutch 24, the Portuguese five, the Russians, Prussians, and Dantzickers, none. In the year 1778, the British entries in Cronstadt, the port of the city of St. Petersburg, were 252; those of Russia, though in her own capital, were only twelve, of Spain six, of Portugal two, of Hamburg and Bremen five. In the year 1790, the British entries, in the same port, were 517 out of 932: and we have recently seen, that the British have supplied themselves and the other nations of Europe, with cargoes of our commodities amounting to 230,000 tons, while those Europeans carried for themselves no more than one sixth of the quantity. It is not intended to discuss, in this place, the policy of adopting so momentous a regulation as that alluded to, observations on which are rendered peculiarly delicate by