

the British market, we still could not be accused of want of liberality to our transatlantic brethren. By the enforcement of the navigation act, aided by the impolitic retaliatory regulations of the American government, we have laid a heavy tax on every West India planter in the price of timber and flour, principally for their benefit; while the expense of their civil and military establishments alone, amounting to perhaps 300,000*l.* per annum, is, in my humble estimation, fully equal to any advantages we can ever derive from them in the capacity of subjects to the British crown.

It is sometimes urged, that any change in the existing system of duties would occasion a diminution in the revenue. This is so extravagant a proposition, that it hardly deserves confutation. It may be well, however, to set the question at once to rights by a short statement of facts, and to show the chancellor of the exchequer, that he, at least, has no reason to fear.

In 1817, the duties paid on wood in Great Britain,	
were	<i>£</i> 937,268
1818	1,182,285
1819	1,019,311

Average.....*£*1,046,288

We have already seen, that the annual average importations of wood into Great Britain, during the same period, was above 310,000 loads of timber, and 46,540 long hundreds of deals, containing at least 290,000 loads more; now, let us suppose, for the sake of argument, that the quantity should pay a duty of 2*l.* 10*s.* per load, how would the account stand? Say 600,000 loads, at 2*l.* 10*s.* per load.....

1,500,000

Gain to the Exchequer..... *£*453,712