

fit out the Constellation, Chesapeake, and Adams frigates; and with the annual subsidy, to rebuild three other frigates of the old navy, too rotten to be repaired. The truth was, the war mania originated, mainly, with men who cared little or nothing about commerce—as they did not live by it,—and

could contemplate its ruin without concern. The politicians of the back-woods, who formed so strong and so stern a section of the violent faction seem to have hardly given a thought to the sufferings in store for the commercial cities on the sea-coast,—sufferings which, in any contest with a naval

would be more prejudicial than their continuance. The great body of merchants held the same opinion. Four-fifths of those of Glasgow had petitioned in support of the orders; those of Bristol were unanimous in their favour; and so were a majority of those of Liverpool: there was no petition from London against them, whilst a great number of London merchants had petitioned in their favour.

Mr. Baring, after a warm eulogy of the enlightened view of the subject taken by the honorable mover, said that the house had two questions to decide: 1. whether these distresses were attributable to the Orders in Council? 2. Whether any benefits had arisen from them in any other quarter to compensate for these calamities? Mr. B. made a number of particular observations relative to these two points; and concluded with giving it as his conviction, that by our Orders in Council we lost the most substantial commercial advantages for an object we could never obtain—that of forcing our trade with the continent.

Lord Castlereagh began with lamenting the precipitation of the hon. gentleman in bringing forward this motion, and pressing to hasty discussion a question than which none more vital ever came before the consideration of parliament. He deprecated any interference on the part of the house in a question in which commercial considerations were mixed with those of maritime right, and, pending a delicate negotiation, dictating to the executive government the course it ought to pursue. After various observations in defence of the policy and justice of the Orders in Council, and in answer to some of the mover's statements, the noble lord came to the point by saying, that Great Britain would consent to suspend her Orders in Council, provided America would suspend her non-importation act. The experiment might then be tried of the practicability of restoring things to their ancient system. Under these circumstances he trusted that the house would not consent to the address—and he moved the order of the day.

Mr. Whitbread then begged the noble lord to say precisely what he proposed to do with respect to America.

Lord Castlereagh said, that he meant that a proposition should be made to the American government to suspend immediately the Orders in Council, on condition that they would suspend their non-importation act.

Mr. Whitbread was of opinion that if this pro-

position were to be sent out to America, and it was expected that the house and country should wait till they received an answer, it was the greatest delusion that had ever been attempted; and he proceeded to express in strong terms the urgency of the distress felt by the manufacturers, and the necessity of giving the intended relief without delay. Mr. Ponsonby also spoke against the measure proposed, as calculated to create delay.

Lord Castlereagh, in further explanation, said that it was never meant that there should be any delay in suspending the Orders in Council: the intention was that they should be suspended for a definite time, and that this circumstance should be communicated to the American government for the double purpose of ascertaining whether it would, in consequence, abrogate its non-importation act; and also that it might apply to France to return to the ancient system of belligerents.

Mr. Wilberforce objected to the mode proposed by the noble lord, because it showed an unwillingness to do that which, in fact, he intended to do.

Mr. Canning, in giving a kind of middle opinion on the subject, contended that revocation was better than suspension.

Mr. Brougham, after congratulating the house on the prospect of speedily getting rid of these Orders, hoped that the noble lord would withdraw his motion for proceeding to the orders of the day, and explain more distinctly what was the exact intention of the government.

The final result was, that Mr. B. and Lord Castlereagh severally withdrew their motions on the understanding that an official instrument on the subject should appear in the next Gazette.

It was a remarkable circumstance in this debate, that Mr. Stephens, the most strenuous defender and promoter of the Orders in Council, was not present: a certain proof that ministers were already prepared to make the sacrifice which the voice of the country rendered inevitable.

On June 23rd, there appeared in the Gazette a declaration from the Prince Regent, absolutely and unequivocally revoking the Orders in Council as far as they regarded American vessels; with the proviso, that if after the notification of this revocation by our minister in America, the government of the United States do not revoke their interdictory acts against British