

are excluded from her colonies, unless it may be a port in the West Indies, where the Spaniards are permitted to enter with logwood.

In opening her West Indies to American vessels of 70 tons burden, and her East India ports to American vessels of any burden, she has conceded a privilege, which she grants to no other nation on earth. ~~The sacrifice of the carrying trade on the part of the United States, to obtain admission into the English West Indies, is deemed more than equivalent, and that stipulation will fall to the ground.~~ But the direct trade to the British East Indies, is generally admitted to be highly beneficial.

Let us contrast these advantages in trade with those we enjoy with other nations.

Our navigation to Spain and Portugal is free: but many of our exports are prohibited, as tobacco, and rice and whale oils to Portugal. The American trade however to Spain and Portugal is highly advantageous in a number of articles. But both these countries prohibit all intercourse with their colonial possessions. The ports of Sweden and Denmark are open; but the duties paid on most of the American productions amount to a prohibition.

Our navigation to the United Netherlands is free; but some of the most material articles of our country, as beef, pork and bread-stuff, are prohibited, as well as by Great-Britain. We can have no intercourse with their possessions in the East-Indies.

France, before the war, guaranteed to the United States, one or more free ports in Europe, and such ports in the West-Indies as were free. In general, her West-Indies were open by an arret of the king. Even the coasting trade in France was principally carried on by foreign vessels.

The revolution has sensibly varied the whole scene of commerce. Necessity has opened all French ports to neutral nations. But a navigation act, similar to that of Great-Britain, was decreed, Septem-