

plead, that the planting of sugar promotes the navigation of Britain. But, when they insist, that the American citizens shall be allowed to supply them with lumber in *American ships*, even of the smallest size, they would sacrifice the *end* to the *means*. And the West Indians little reflect, amid their cares for themselves, that in proportion as they carry their wishes into effect they destroy the usefulness of the West Indies to Britain.

It ought to be the constant object of Britain then, considering her glory and defence to arise chiefly from her ships and her sailors, to ransack the earth for lumber and to supply the West Indies from her own ports. Were this measure carried carefully into practice it would be found to lead to the profit of individuals as well as to the safety of the State. The navigation, which was created, by transporting annually the surplus products of the West Indies to Britain, is doubtless of great importance, from its magnitude, and may be rendered much more useful, by its regulation. This truth we shall see in the most striking light by attentively viewing the subjoined detail of the West-India shipping, which was formed from a minute inspection of the entries at the Custom-house*:

And

* Some men from the suggestions of sceptical minds delight in all the various shades of uncertainty. Such men are never more gratified than in finding errors in the Custom-house books, because the establishment of error has an essential tendency to create universal doubt. But, in those books there is assuredly much truth as well as some falsehood: The entries

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