

that of 1 man to 14 tons; but the vessels measured, at an average, 292 tons each. The vessels trading to France, at an average of 1791 and 1792, were of 81 tons only, and the proportion of seamen was only that of 1 to a little more than 13 tons. As about three and a half times the number of the West India captains must be reckoned in this difference, and they do not increase the number of seamen for the exigencies of the state, it will be found that the West India trade yields, in proportion to its tonnage, somewhat more seamen than the trade with France, although the vessels are between 3 and 4 times as large. The vessels in the Flanders trade have a higher average of tonnage, and a lower proportion of seamen. The proportion of their bulk, to that of the West India vessels, is still very small; yet they do not furnish by any means so many seamen.

“ But if we take our instance from a traffic in which the bulk of the vessel approaches nearer to that of the West Indiamen, we shall be able more exactly to appreciate the effects of the long voyage. The average tonnage of German traders for 1798, 1799, and 1800, was 165 tons; the men only one to nineteen tons. The average tonnage of Dutch traders in 1791 and 1792, was 132 tons to a vessel, the men 1 to 19 tons nearly. The Prussian tonnage was 205 to a vessel; the men 1 to 20 $\frac{3}{4}$ ds. tons: the Russian tonnage 250; the men only 1 to 21 $\frac{3}{4}$ ths. Thus the Baltic trade furnishes less than two-thirds of the seamen supplied by the West Indian trade, in proportion to the tonnage.

“ But in the third place, (page 187), besides increasing the number of seamen more than any other equally ex-