

and that in future all Deals and Timber consumed in Great Britain, were to be imported in British Ships from the Baltic, the most distressing consequences would result to the Shipping Interest. From the ease with which a Baltic Voyage is performed, from the Ships previously engaged in the British North American Trade being added to those already employed in the Baltic, double the number of vessels would be disposable to accomplish half the service; the greater part of those now obtaining freights, would therefore be thrown out of employment, to the almost total loss of the capital invested in British Shipping.

The same interest of the British Ship-Owner requires a continuance of the present Duty on Short Deals; as self-interest and self-defence would seem to make it a duty incumbent on Government to support the British Sailor, and British Commercial Navy, in preference to those of Norway, a country from which, connected with other Northern Powers, we may at some future period suffer annoyance.

It should be observed, that the Norwegians send their Timber and Deals exclusively in their own Ships, whilst the Baltic Trade, especially that from Russia, is chiefly carried on in British vessels.