

all human assistance, and necessarily dependant on his hands : he considers that in a voyage of six or eight weeks, more accidents may happen, and more natural deaths take place among his men, than in a passage of eight or ten days : he remembers, too, that, in the one case, he cannot save himself as in the other, by running into a neighbouring harbour, upon any emergency ; and that the probability of his meeting a friendly vessel in his distress, is so small, as not to enter into the calculation. While, therefore, he adapts the strength of his vessel, and the fullness of his stores, to the casualties of his long navigation, he proportions, in like manner, the numbers of his crew ; and the extraordinary profits of the trade, admit of that increased complement and equipment. Although, then, the same number of weeks in a year were actually to be spent at sea, by the vessel engaged in the European, and the vessel engaged in the American Trade, a greater proportion of men would be given, and could be afforded, to the tonnage required in the latter.

“ If we compare the tonnage employed in the distant trade of any of the European nations, with the number of seamen allotted to the management of it, we shall be convinced that the proportion is much greater than in the trade of the neighbourhood. In forming this comparative estimate, however, we must attend to the proportion of Tons in each vessel ; for, by this, the proportion of the crew to the tonnage is almost entirely determined, in voyages of equal duration.

“ The average proportion of seamen in the West India Trade of England, during 1798, 1799, and 1800, was