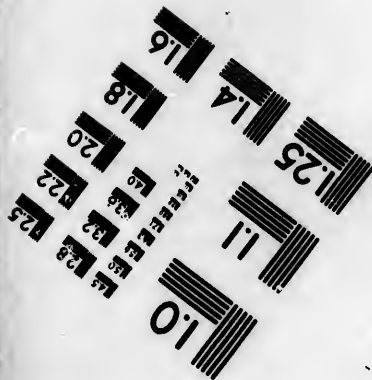
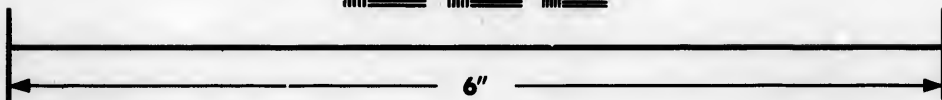
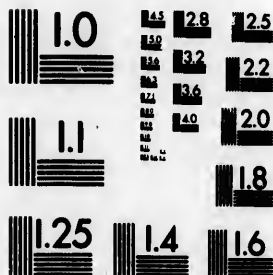


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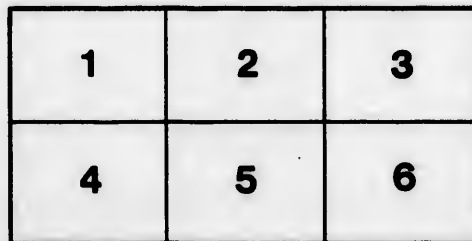
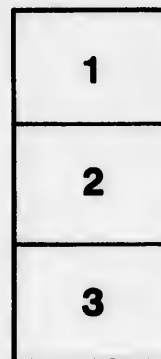
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COMMERCE

OF THE

AMERICAN STATES.

BY

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JOHN LORD SHEFFIELD.

WITH AN

APPENDIX



Containing Tables of the Imports and Exports of Great Britain to and from all Parts, from 1700 to 1783. *Smith Library*
ports of America, &c. With Remarks on those Tables, on the Trade and Navigation of Great Britain, and on the late Proclamations, &c.

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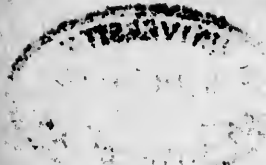
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ADVERTISEMENT
TO THE
SECOND EDITION.

THE desire of imparting useful knowledge at a seasonable juncture, hastened the first publication of this pamphlet in the midst of particular and unexpected avocations. — The demand for a second edition requires and permits a more accurate revisal, and the opportunity has not been neglected. Some passages have been corrected or explained, and many additions are now introduced.

On this recent subject no information could be obtained from any books whatsoever; but the best judges in each article of exports and imports had been separately consulted, their several opinions had been carefully weighed and compared, and the same interesting questions have been again submitted to a second and more rigorous scrutiny.

SHEFFIELD.

DOWNING STREET,
JUNE 21, 1783.

A D Y E R T I S E M E N T

No. 11

GENERAL PRINCIPLES

The first object of this work is to explain the principles of the art of dyeing, and to show the manner in which the various dyes are prepared, and the manner in which they are applied to the different kinds of cloth. It is intended for the use of those who are engaged in the trade, and also for those who are desirous of knowing more of the art.

The second object is to describe the different kinds of dyes, and the manner in which they are prepared, and the manner in which they are applied to the different kinds of cloth. It is intended for the use of those who are engaged in the trade, and also for those who are desirous of knowing more of the art.

By J. D. YERGEN, Author of 'The Art of Dyeing' &c.

LONDON: Printed and Sold by J. D. YERGEN, No. 11, St. Paul's Church-Yard, 1791.

INTRODUCTION.

SINCE the first publication of this work upwards of a year has elapsed, and no less than seven professed answers have appeared; I am not, however, convinced that they disprove one material fact, or confute one essential argument. Many parts, indeed, are misquoted or mis-stated, and others are misunderstood.

It is the opinion of all with whom I have conversed, that those pamphlets do not require any answer; but as they contain strong assertions, which may perplex or deceive, and as many people may not have taken the trouble of informing themselves sufficiently to see that they are in general without foundation, it is perhaps more respectful, it is perhaps due to the public, to shew that their authors proceeded upon grounds that are fallacious, and that not one of them fairly meets the question.

I do not mean to enter the lists in the way of controversy, as such a labour would be almost endless, and would afford no gratifi-

cation either to the public or myself—To expose their numberless absurdities and misrepresentations, I should indeed be obliged to comment on almost every page they have written; several of their errors, however, are marked in the notes to the following work, and some others will be noticed in this introduction. Had some of them not been quite so angry, they would possibly have reasoned better: they must excuse me if I do not think it worth while to be angry in my turn; I have no object but to discover and lay open the truth for the public benefit.

The pamphlet which first appeared, and is entitled “A Letter from an American to a Member of Parliament,” does not attempt, even in the most distant manner, to disprove a single fact, or to answer a single argument that I have advanced, unless by asserting, for truths, the greatest extravagancies, without even a shadow of proof to support them. The following is a specimen of this author’s knowledge:—He says, that the American States can now supply the West Indies with beef, butter, tallow candles, soap, beer, and even bar iron, cheaper than Europe—but enough of such a writer. The second pamphlet is entitled “Considerations

rations on the present Situation of Great Britain and the United States of America, particularly designed to expose the dangerous Tendency of Lord Sheffield's Observations," &c. This appears to claim more attention. The author informs us, that he has spent the summer in collecting materials; but he gives no authority for the calculations he has produced, or the tables he has inserted: wherever he found them, they differ materially from the Custom-house entries both of Britain and America, and contradict them in very frequent instances; many facts advanced, as from those entries, are found to be without foundation, or enormously exaggerated. The author says, the Americans formerly took 25,000 hogheads of sugar annually from our islands. The Americans had no motive for entering less sugar at the Custom House than what they actually imported from those islands; yet certainly their importations from thence never, in any year, exceeded 6700 hogheads, reckoning only 1000 cwt. to the hoghead. The exaggeration of the account he gives of the quantity of refined sugar taken from hence, is equally great. Above 150 pages of his work are filled with calculations and assertions, hazar-

ded without any apparent authority: the article relative to shipping is the most extraordinary of the whole; it is entirely built on an erroneous foundation, and therefore the deductions from it must be fallacious. The same author argues, that the American States, although now foreign, ought to be indulged with nearly all the commercial privileges which they enjoyed whilst British subjects; that in return they will supply our West-India islands with provisions, lumber, &c. and take from thence sugar, rum, &c. That they will become our ship builders, we being unable to build ships but at an intolerable loss. Singular as this mode of reasoning is, it is completely of a piece with all his other disquisitions. He holds out this farther advantage to us, That the Americans will take our manufactures when they cannot get the same articles cheaper, better, and on longer credit, elsewhere. This work at first appeared anonymous, but a second edition is now published with the name of Richard Champion, Esq. late Deputy Paymaster, &c. with many additions; which serve however only to confirm what was sufficiently evident before, that the author had no sufficient grounds for his former assertions,

INTRODUCTION.

sections. He seems now to give up the extraordinary account of sugar, and complains that he has been misquoted, particularly as to the shipping. I had no intention of quoting his very words, nor professed to do so: the mistake, as to his meaning, has been general among those whom I have heard mention that passage; but my observation is omitted in the present edition; and it is unnecessary to state particularly what he has said, because no part of his argument is admissible, from the entire want of authority. The survey of shipping which he mentions is extremely well known; that each ship is rated every time it sails, and may be reckoned four or five times in every year; what else makes the shipping at Whitehaven appear in such surveys more considerable than that of London, but that the tonnage of every ship that carries coals to Ireland, or even shorter distances, is reckoned each time it sails? Mr. Champion thinks proper to say, that I have asserted our foreign trade has increased within this century in equal proportion to our colonial, and that in every point of view, and in all cases, I consider the Custom-house accounts as affording the most authentic information; but for these assertions

INTRODUCTION.

tions, he has as little foundation as for his own — that the colonial trade has increased within this century from 500,000 l. to 6,000,000 l. or for many other things which he thinks proper to make me say. This author is most pointed in his animadversions when he gets hold of errors of the press; in such cases he returns to the charge a second and a third time. From an error in printing, it was said, one fifth should be added to the tonnage of ships, instead of one third; but it does not appear where I said one half should be added.

The next pamphlet has for title, “Thoughts on the Proceedings of Government, respecting the Trade of the West Indies with the United States of North America, by Bryan Edwards, Esq.” If it had not had a name prefixed to it, this publication would have been passed over in silence. — Mr. Edwards thinks it necessary to tell us, it has cost him but little trouble. If I had heard simply that Mr. Edwards differed from me in opinion, it would have made some impression; but by giving his arguments, he has relieved me from all embarrassment. A residence of fifteen years in a West-India island, does not, of course, give

give the ability to judge of the present question. Mr. Edwards will find himself extremely misinformed as to the impossibility of the British fisheries in America and Europe being able to supply our West-India islands, as well as to the ability of Ireland to furnish a sufficient quantity of provisions for them; and notwithstanding his assertion to the contrary, he will find that there is white oak in Nova Scotia, and plenty of lumber, and that the harbours there are never frozen*.

* Mr. Edwards pleasantly observes in his new edition, that this assertion is unfortunate; but it only appears that he is ignorant, and that he supposes the harbours of Nova Scotia are frozen, because that of New York is. He seems not to know that the tide rises prodigiously on the coast of Nova Scotia, particularly on some parts of the Bay of Fundy, to the height of 72 feet, which is no small hindrance to the freezing of the sea; and that although the winter is longer on the peninsula of Nova Scotia, it is milder than at Boston or New York, which arises from its being nearly surrounded by the sea. The upper part of the harbour of Halifax is scarcely ever frozen; but when it is, vessels can come within George's Island, and within less than a quarter of a mile of the town; but the outward harbour without George's Island was never frozen, and would hold any fleet. It may be entered at all times of the year; and there is good anchorage in it.

Mr.

Mr. Edwards seems to think, and with some degree of disapprobation, that Administration had been forward to furnish this work with authentic documents. The several editions had been almost nine months given to the public before Mr. Edwards's pamphlet appeared; and although there had not been more than three Administrations during those months, it does not appear for which of them the blame is intended; but it may be proper to exculpate them all, by declaring that none of them, nor any part of them, furnished materials or information in the smallest degree, or had the least knowledge of the publication*. It is not improbable one of those Administrations would (as Mr. Edwards supposes) have gratified the public with authentic information, if it had been desired. One observation more shall be made—that the respectable character of the Governor of Jamaica derives no additional lustre from the publication of his answer to the Grand Jury.

* This assertion is elegantly and politely expressed by Mr. Edwards in his new edition:—“I apply, &c. without scruple to those designing and pestilent spirits, on whose secret suggestions the noble Lord has *confessedly* formed the opinions promulgated in his work.”

Page 85, sec. edit.

The

The "Free and Candid Reviewer" is the next of my opponents: he indeed clearly *proves* his title to the first epithet which he assumes, but by no means evinces that he merits the latter. As to his other *proofs*, they are no where to be found; for he depends wholly on declamation. His explanation of the principle of the Navigation act is a notable instance of the degree of knowledge men sometimes have of the subject on which they think proper to write. With the assistance of the credulous Swedish traveller, Kalm, he acquaints us, that all our remaining colonies are nothing but rocks, frost, and snow, and that wheat did not grow before it was sown. He did not advert that Kalm wrote near forty years ago, when those countries were in a very different state from the present.

I forbear to point out the number of false quotations and misrepresentations in this pamphlet. Whoever reads it, will do me the justice not to believe I have said the things that are stated for me, without examining my own book. It is difficult to treat with seriousness the assertions, that flour and butter will not bear the voyage from Britain and Ireland to the West Indies; and that the

American States alone can furnish those articles tolerably good. In short, the only circumstance in which I can agree with this author is, in wishing the remaining colonies to thrive through any other means rather than by building and navigating ships.

This, and the second author, are more respectable, as writers, than the rest; but being more voluminous, of course they contain more bulky misrepresentations. As to argument, whatever there is of it, in any of these writers, may be found repeated by them all; therefore I shall only reply in general, and pass over the other pamphlets without particular observation. Among the rest, would have been passed over in silence, a publication which seems to have no other claim to notice, but that the name of the Secretary to the West-India Committee is affixed to it. When the faults of an author may possibly arise from error only, Candour distinguishes them by the gentler terms of mistake or misinformation; but these faults have not the same pretensions to indulgence, which belong to men who are either well informed, or at least have the means of being so. The misre-
presen-

presentations of such men will naturally be considered as intended to deceive the public. The work in question appears a very bold attempt to impose upon this country in a point of the highest concern. There are other epithets which I shall not use, which are deserved, which will be understood, and will be applied. As to such of the Committee as read that work, and yet suffered it to be published, I would impute their approbation of it to idleness, ignorance, or prejudice, rather than to any worse source: they ought, however, in a matter of so much consequence, to have refused the sanction of their names to ill-founded facts and fallacious arguments: where my book was quoted, they ought to have seen that the extracts from it were made without misrepresentation, and not partially, and that words were not introduced into quotations, which cannot be found in the work; this I had a right to expect, although that justice has certainly not been done me by their pamphlet.

My opponents, for the most part, disingenuously pass over every thing I have said in favour of the West Indies, and endeavour

to render personal those observations which were meant to be general, and which I should never have supposed to contain remarks either invidious or offensive. It has been assiduously represented, that I have expressed myself contemptuously and unjustly of the West-India planters, or merchants, in what I have written. I have too good an opinion of the understanding of the generality of them, to suppose they thought so, or that it is necessary for me to contradict so unfounded an assertion. I never intended to express myself slightly of that respectable body, nor had I any grounds for doing so, till a Committee of them ordered their Secretary to put his name to the work in question. If the Committee has suffered in the eyes of the public, they must blame *their author*. But I am happy in the opportunity of declaring an high opinion of the worth and spirit of the West-India gentlemen in general, and that such of them as I have had the honour of being acquainted with, merit every regard.

As the pamphlet I have last spoken of states nothing of consequence, which may not be found in all the other publications on the same subject, I omit a more particular

lar notice of it—it will be generally answered with the others.

The question between us amounts only to this—Whether the British West Indies can be supplied with lumber and provisions at a moderate price, and their rum find a market without the admission of foreign shipping into our Colonies? and whether the British dominions can maintain shipping sufficient for their trade and supplies? The question is not, at present, whether the British dominions can supply the British West Indies; but whether all the world can supply them in British shipping?

The advocates for what is called the West-India cause, suppose the intercourse in British shipping entirely shut up, and that nothing can be obtained or carried away unless the American shipping is admitted into our West-India settlements, where the ships of no other country are permitted to enter. To this, I trust, the experience of upwards of a year, and the circumstances stated in this work, will be deemed sufficient answers. But these advocates are determined to suppose the British West Indies will be reduced to the supply that can be got from our remaining Colonies, and that that supply will

not be sufficient. The sufficiency of Canada, Nova Scotia, and Newfoundland, is fully spoken to in the course of this work, and the attempts to undervalue them must be regarded as unavailing. All the observations on those Colonies are equally applicable to that part of the New-England provinces, from whence lumber was brought, as much as to Nova Scotia. On the whole, there is no circumstance which is not proved, except the point, whether the remaining Colonies can fully supply the British West Indies with lumber and provisions, if all intercourse between the American States and the British West-India islands were stopped. — I fear it will not be tried; but on this it may be said, there is only assertion on either side; yet there are, at this time, numbers of persons now in London, who can give, who have given, the most satisfactory evidence on that point. To prove that it is impossible to get the quantity wanted, my opponents make great use of a Custom-house report, signed by Mr. Stanley, Secretary to the Customs, in order to shew the prodigious demand. The original papers from whence this account was taken, have been examined, and many inaccuracies have been found.

INTRODUCTION

xv

found. It appears, that under the head of staves, shingles were also inserted in the accounts from all the ports of Jamaica, Montserrat, and some other places of less consequence. In other islands, even feet of plank and boards are classed with staves; and in the account given by the West Indians, the whole from the above ports appeared as so many of the latter, although it is probable that above two thirds of them were shingles; as the exportation of this article from America, for three years, was no less than 102,627,250, whereas that of staves in the same space of time amounted to only 28,758,260. This makes no small difference in the calculation, as white-oak staves are worth eight times as much as shingles. It had appeared extraordinary, if even a nameless author had omitted the following memorandum, which appears on the face of Mr. Stanley's report: — "The officers at Jamaica, for three years, have inserted in their returns, staves, heading, and shingles, under one head: at Montserrat, for 1772, they have blended lumber with staves, shingles, and heading; and for the year 1773, have put staves and shingles together; therefore those articles, for these islands, cannot be separately distinguished in

this

this account. The officers at Sandy Point, in St. Kitt's, Port Antonia, in Jamaica, and at Nevis, have not mentioned the particular quantities of the cargoes, but have inserted them in their returns under the different articles of lumber, staves, shingles, and provisions, consequently they cannot be included in this account." And thus Mr. Stanley did that justice to the public and himself, which the Committee of West-India merchants have not done*.

The accounts which are given in this work are made as exact as they can be from official documents; but there is no objection to allowing every thing the West-India advocates please to state as to quantity of lumber; for the more that is required, the greater object it is to Britain to retain the

* Their accounts of sugars, rum, and fish, are equally erroneous. They have under-rated sugars, exported to England in the year 1773, about 12,000 hogheads; and in the same year they have over-rated rum exported to America, 417,347 gallons, as may be found from the papers laid before the House of Commons; and they seem to have over-rated it the next year about 1,200,000 gallons, as their exports for any one year, taken in the ten preceding years, fall short of that quantity. The article fish, imported into the West Indies, they have under-rated.

freight.

freight. If the lumber, cattle, and provisions, at the port of exportation, amounted to 500,000*l.* the freight was worth, according to the West-India pamphlet, at least as much more*, and consequently an object of the highest moment to the empire.

As to the strange accounts of shipping, freight, &c. given by the American and West-India writers, they sufficiently discredit themselves; but that part of the subject is fully treated in the course of this work; and it is needless to observe more at present, than that the peace left a vast quantity of shipping unemployed; that we find we have enough; that there never was a period at which we could take up any new branch of the carrying trade with so much advantage as the present; that the prodigious number of artificers raised by the war are employed, and will be sufficient to furnish the demand for shipping. But as the subject of freight is particularly interesting, I

* According to the pamphlet of the West-India Committee, the freights on cargoes from America to the islands, were more than equal to the first cost of the cargoes; if so, the balance against the British West Indies, in favour of America, greatly exceeds what has hitherto been imagined.

shall shortly add, that before the war it was from 4l. to 5l. per ton from Philadelphia to Jamaica; the ships seldom had a return cargo; even a quarter of a cargo was seldom obtained: — one half of the ships from the port of London to the West Indies go out in ballast. Our rate of freight is 30 per cent. cheaper than that from Philadelphia to Jamaica. Almost at any time an outward-bound West-Indiaman may be chartered from 10s. to 15s. per ton. If those ships sent out by the way of North America should make but a freight of even 10s. per ton, and from thence to Jamaica at 4l. it would leave considerable profit to the owners, and the circuitous voyage could be performed without the smallest prejudice to the freighting at Jamaica; for it would only be necessary to fit out the ships that arrive in May, June, July, &c. in the succeeding months, instead of laying them up in the river (as is now the practice) till the end of the year. Even the ships fitted out from the West Indies will have it in their power to carry on this trade on better terms than the Americans, who formerly depended entirely on outward freight. Their vessels generally returned back to the respective ports
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INTRODUCTION



to which they belonged; therefore only carried such articles as were likely at that particular market; but we having the whole range of the American coast, shall thereby be enabled to carry a full cargo on a trading voyage; and if so, the balance of freight will be considerably in our favour. Observe the advantage an American ship would have, if permitted to go to our islands! — The vessel shall sail from Philadelphia with a full freight to Jamaica, suppose 800l. take in a cargo of sugar, &c. for London, 1400l. and at London for Philadelphia, suppose only 300l.; thus 2500l. of freight may be cleared in nine months. The consequence would be, that the same owners would next year fit out more ships; others would follow their example, and in a little time, they would have ships enow in the trade to carry home all our produce. The American ship having three freights to depend on, whilst ours have only one, or at most one and a half, could always afford to take in sugar 6d. per cwt. cheaper than ours; so that in a few years it is more than probable we should not have a single West-India ship belonging to this country. Our sailors, who would be employed by our rivals, and

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IX INTRODUCTION.

who always look upon the port to which they belong as their home, would of course become Americans; our ship-carpenters would be out of employment, and would emigrate. The American citizens would become our carriers and ship-builders, and probably in less than half a century they would exonerate us of our West-India settlements; which, under such circumstances, certainly would be the best thing that could happen to us*: but, reverse the case, and the consequence will be, that we must reap, exclusively, all the above advantages.

The West-India advocates say, the commerce of America is, beyond all equivalent, more necessary to the British West Indies than that of the islands to America. But the contrary of all their assertions is fully proved by the accounts from our islands since the proclamations took place; and that the islands may be supplied on as good terms, inde-

* If it were possible to be permitted to carry our produce and manufactures to all parts of America and the West Indies, and to carry from thence the produce of those countries, many will think, we should be better without continental or sugar plantations. But the carriage of the West-India trade, and the several fisheries, are the great foundation of our navy.

pendent

INTRODUCTION. xii

pendent of the American States, even from the port of London, (without allowing for the cheaper rate of freight from the latter) appears from the following prices current :

	At London, 28 Dec. 1785.	At Philadelphia, same day
	£. s. d.	£. s. d.
Fine flour, per 100lb.	0 16 0	0 15 9
Common do. per do.	0 14 0	0 13 0
Mefs beef, per barrel.	2 2 6	2 2 6
Do. pork, per do.	- 2 8 9	3 0 0
White-oak staves.	- 6 5 0	6 0 0
Sterling,	12 5 6	12 11 3 sterling.

The other articles that are essential in the islands are boards, &c. of which we shall, ere long, get a sufficient supply from our remaining colonies; and it should be remarked, that London was equal to the above supply at a time when the scarcity of corn in England was so great, that, within a short time, the importation amounted, in value, to near a million and a half sterling. And although it may often happen, that flour shall be cheaper at Philadelphia than at London, yet, upon an average, the difference of freight is so great, that Great Britain and Ireland may furnish it to the West Indies cheaper.

It is confidently objected, that flour exported from England will perish before it can

can reach the West Indies, and that staves from the Baltic are not of a proper size for rum puncheons. It is hardly necessary to answer, that although there may be an instance where flour shipped in bad condition may have perished, yet it is certain, that English flour, fresh and in proper barrels, may be carried to the West Indies in perfect good order, and will keep in that climate just as long as the best flour imported from America. This is proved by experience, before, during, and since the war. As to the staves, wherever pipe staves can be found, puncheon staves may be had also; and it is well known, that before the war, during the war, and at this time, large quantities of Hamburgh puncheon packs were, and are, exported to the West Indies; and, at this moment, any quantity may be shipped from London at 14s. sterling; and, including freight and charge of setting them up, they will not cost the planter more than 25s. or 30s. During ten years preceding the war, even in the cheapest times of American lumber, puncheons were never under these prices in Jamaica. Another circumstance should be mentioned, that before the war; the general price of staves at

INTRODUCTION. xxiii

Philadelphia was from 9 to 12 dollars per 1000; and as they are *now* at that market from 18 to 26 dollars, it is not reasonable to expect that we should hereafter be supplied with these articles at the old prices.

Yet it is asserted, first, that unless the Americans are permitted to bring their produce to the West Indies in their own bottoms, as before the war, the islands will be ill supplied, precariously, at a dear rate, and even at the risque of being ruined or starved. Secondly, That the islands will lose the American markets for sugar, rum, &c. and that consequently the prices of these articles will fall considerably in value. Thirdly, That the Americans will certainly shut their ports against British ships. As to the first, since the month of December last (which was as soon as it was possible for the owners of British ships to avail themselves of the proclamation) the West-India market has been very plentifully supplied; and, by the last prices current, the above-stated articles are cheaper than before the war, and most articles fully as reasonable. As to the second, even since the month of December last, sugar, coffee, &c. has been gradually advancing in price, and is, by the last price current,

rent,

xiv INTRODUCTION.

rent, from 10 to 15 per cent. dearer than before the proclamation reached Jamaica* ; the

• This is proved by the following prices current, which also confirm, that if the Americans shall be prevented from carrying their produce to our islands, we can do the business on terms fully as advantageous; that the supply shall be more regular than before the war; that the islands will thereby, at all times, and forever, be independent of the American States, who, on every occasion, avow themselves the allies and friends to France.

General Price current of Flour and Lumber, at Kingston, Jamaica, for ten Years preceding last War, viz.

Superfine Flour. This article never sold under 20s. per 100lbs. ; it frequently is as high as from 35s. to 40s. and sometimes at 45s. The medium price may fairly be put from 25s. to 30s. being much oftener at these prices than any other; therefore the barrel of 196lbs. would of course be worth from 49s. to 58s. 9d.	Average. 2 14 ●
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White-oak Staves, per 1000, (1200 to the 1000) with proportion of heading, have been so low as 8l. and so high as 22l. but as they were oftener from 10l. to 14l. than any other prices, the average will be	— 12 0 ●
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Red-oak Staves, per 1000, (1200 to the 1000) have been as low as 7l. and as high as 20l. ; but they generally run from 8l. to 12l. the average of course	— 10 0 ● Common
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INTRODUCTION. xxv

the price of rum being from 2d. to 4d. per gallon higher (2s. 6d. at the out-ports, 2s. 9d. at Kingston) than ever before the war; and by the clearances at the Kingston Custom House alone, it appears that eighteen sail have cleared

	Average.
Common Boards, per 1000 feet, have been from 5l. to 15l. but generally from 7l. to 10l. is — — — —	8 10 0
Cypress and yellow Pine Boards, per 1000 feet, from 6l. to 15l. but most commonly from 8l. to 11l. — — — —	9 10 0
Pitch-pine Scantling and Boards, per 1000 feet, from 8l. to 18l. but more generally from 9l. to 12l. is — — — —	10 10 0
Boston Shingles, per 1000, from 15s. to 25s. 1 0 0	1 0 0
Cedar and Cypress Shingles, per 1000, from 55s. to 75s. but generally from 60s. to 70s. — — — —	3 5 0
Wood Hoops, from America, per 1000, (1200 to the 1000) from 5l. to 8l. — — — —	6 10 0
English Wood Hoops, per 1000, (1200 to the 1000) from 10l. to 15l. — — — —	12 10 0

N. B. The above are the prices by the quantity, and on the supposition that every article is good of its kind; the retail prices would of course be proportionably higher.

Before the war, the price of rum used to be, at the out-ports, from 2s. 2d. to 2s. 4d. and at the Kingston market generally from 2s. 4d. to 2s. 6d. The difference of price arose from the advantage of freighting, &c. at Kingston, and the greater demand at that market.

cleared for different ports of America in the space of one month, that is, from the 20th

of

Price current of Provisions and Lumber at Kingston, Jamaica, 20th March last.

ARTICLES.	Price Currency.		Price Sterling.		Sterling Price of the same Articles, 20th January last.		Difference in Price of these Articles since 20th Jan. last.		
	£.	s. d.	£.	s. d.	£.	s. d.	£.	s. d.	
Superfine Philadel. flour, per barrel	1	10	1	1	1	5	—	3	7
Common do. do.	1	7	6	19	7	3	—	—	6
Ship bread, per cwt.	1	5	—	17	10	1	1	3	9
W. oak staves and heading, per 1000	13	—	9	5	8	11	6	2	9
Red oak staves	10	—	7	2	10	11	6	1	8
Pitch-pine boards	12	—	8	11	5	8	11	—	7
Yellow pine do.	10	—	7	2	10	17	3	—	14
Common boards	8	—	5	14	3	5	—	—	14
Common shingles	3	—	17	8	10	14	3	—	3
Mefs beef and pork	3	—	2	10	—	2	10	—	—
Butter	1	—	—	—	—	1	1	—	—
Spermaceti candles	3	6	—	2	6	—	2	8	—

N. B. From the foregoing account it appears that the above articles have fallen in value, upon an average, in one month, about 10 per cent.; and at the same time sugar and coffee have risen, within the same space, nearly in the same proportion, entirely owing to the great demand for the American

Price

INTRODUCTION. xxvii

of February to the 20th of March, chiefly laden with the produce of the British West Indies,

Price current at Kingston, Jamaica, the 12th of May, 1784.

Mefs beef, from 60s. to 65s.—Is not expected to be much higher.

Ditto pork, from 75s. to 82s. 6d.—Will continue, if large quantities are not imported.

Butter, from 15d. to 16d.—Has been about this price for some time, and is expected to continue high till about September.

Herrings, from 35s. to 40s. being a perishable article, fluctuates; they have been rather lower for some time past.

Flour, superfine Philadelphia, from 40s. to 45s. per barrel.—Very little has arrived since winter; unless very large quantities arrive, it will not be much lower, nor much higher than 50s.

Common ditto, from 32s. 6d. to 37s. 6d.—much about the price it is expected to continue at.

English superfine ditto, of 280lbs. per barrel, 50s.—I purchased 240 barrels, the other day, from Captain Fowler, at this price.

Rice, 20s. per cwt.—As vessels are daily arriving from Georgia and Carolina, I do not think it will be higher; the last cargo sold for 20s.

White-oak Staves and Heading, from 9l. 10s. to 9l. 11s.

Red-oak Staves much about the above price, not being plenty.

As no demand will be for some time for staves, it is probable they will be lower.

Price

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N. B. From the foregoing account it appears that the above articles have fallen in value, upon the average, in one month, about 10 per cent.; and at the same time sugar and coffee have risen, within the same space, nearly in the same proportion, entirely owing to the great demand for the American

Indies, which is double the number of vessels that at any former period cleared out on that

Pine-plank boards from 11l. to 13l. — will be lower.
Ditto Scantling and ranging Timber, from 9l. to 11l.
—expected also to fall.

Common Boards, from 8l. to 10l.—were lately as high as 15l. in retail, but expected to be much lower soon.

Ditto Scantling and ranging timber, from 6l. to 7l.—I paid 5l. 15s. for the last cargo I bought of this; they, no doubt, will be lower.

Sugar, from 28s. to 37s.—Great plenty at market, — will probably fall.

Rum, 2s. 9d.—is the price has been given for some time past; plenty at market; no doubt will be 2s. 6d. soon.

Coffee, 70s.—Any alteration will be in consequence of advices from Britain.

Mahogany, from 37l. 10s. to 50l.

Logwood, 7l. per ton.

Dry goods will not sell at any price. Eatables and drinkables plenty, and very low.

voyage

voyage in so short a time*; and it is probable, that instead of losing the American mar-

* ACCOUNT of FLOUR and LUMBER imported in British-built Vessels, navigated according to Law, and entered at the Port of Kingston, in Jamaica, for one Month, from the 20th of February, to the 20th of March last, viz.

S H I P S.	From whence.	Boards and Scantling	Barrels of Flour.	Staves and Heading.	Shingles.	Feet of Lumber.
Brig Loyallit	East Florida	1434	300	500	40000	—
Schooner Batchelor	Grenada	—	—	—	—	—
Schooner Betty	New London	—	470	4000	6000	—
Brig Sally	New York	—	—	—	—	—
Brig Princess Roway	New London	—	—	40000	—	10000
Sloop Sally	St. Thomas	—	—	10600	—	—
Sloop Riley	St. Augustine	—	—	—	—	4000
Schooner Ann	Bristol	—	103	—	—	—
Adventure	Virginia	167	—	60562	118600	20000
Brig Carolina	Florida	—	—	—	70000	23000
Sloop Two Brothers	New Providence	128	—	—	—	2800
Brig Swallow	Charles-town	—	—	13000	—	—
Brig Elizabeth	Savannah	—	—	18390	—	12500
Brig Æolus	Glasgow	—	560	—	—	—
Schooner Nancy	Bermuda	—	—	—	30000	—
N. B. Five vessels from the Musquito-shore brought 492 planks of mahogany, and 1,110,000 feet of mahogany.						
		1729	1433	151052	264600	72300

N. B. The above is exclusive of importations at the out-ports; and during that period eighteen fail of vessels were cleared out at the said port of Kingston for North America, with produce.

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ket, we shall sell to the States double the quantity we did before the war, especially, as the Americans, from the want of the specie or bills which they formerly took from our islands, and from various other causes, will not be enabled to trade to the foreign islands as they used to do.

As to the third assertion, that the Americans will shut their ports; the improbability and futility of such a measure is fully spoken to in the course of the work; it is natural for them to threaten it; it is the only argument their advocates in this country have left to use. It is true, some of the Assemblies and Committees have come to resolutions, that Congress ought to be invested with certain powers to regulate the imports and exports of the States: (but on this they can never agree;) and it is also true, that attempts to give such powers to Congress have failed. If Congress, however, had the authority, they want the power to enforce it. It is no object to the mass of the people of America, what ships are the carriers of their produce. There is no proportion between the number of the Americans interested in the free export of their staple commodities, and the few merchants of that country who are interested in the carrying them in
American

American bottoms. The American planter will not submit to present ruin for the lofty but distant prospect of an American marine, or merely for the advantage of the American ship owner. Philadelphia and New York may talk of shutting ports; in the mean time, New Jersey is preparing to make Perth Amboy a free port. Other States may lay additional duties on the tonnage of British shipping; those, however, laid on by Carolina, were imposed previous to their having any intelligence of the proclamations, or restrictions as they are pleased to call them.

But the laying duties or burthens on British shipping is not new: it appears from Mr. Chalmer's very excellent work, intituled "Political Annals of the present United Colonies," that long before independence, Rhode Island, Massachusetts, New York, Pennsylvania, Virginia, Maryland, and South Carolina, imposed duties on British shipping, or allowed advantages or exemptions to their own. It is not therefore surprising that they do so now that they are independent. But those duties will operate as taxes on the American planters, because every burden imposed on the British purchaser will sink the price asked by the seller, and what the planter may want

to

to buy he must purchase with the addition of the duties imposed on the shipping.

In short, it appears that the arrival of the proclamations had the temporary effect of raising prices in the British West Indies, and the planters were at first alarmed — Ships were hurried out from hence and every quarter with supplies; but before their arrival the markets had fallen so low, that there was a loss on the voyage.

Ships that had gone out to America with dry goods, took cargoes from thence to the West Indies; so that on the 11th of January 1784, there were upwards of 17,000 barrels of flour at the Kingston market, and Philadelphia flour was offered under 30s. currency, or 21s. 5d. sterling per barrel. Between the 11th and 25th of January eighteen British ships brought 5659 barrels of flour and 70,800 staves and heading, and 343,000 feet of lumber*.

The

* Extracts of sundry Letters from Jamaica.

“ Kingston, Feb. 22, 1784.

“ You have also inclosed a sale of the flour — You are lucky in such a return; it would not bring half the money now; never was this market so over-stocked with

INTRODUCTION: xxxiii

The annual consumption of flour in Jamaica appears to be about 22,000 barrels— In the year 1773, 25,000 barrels were imported, but of them about 3 or 4000 were sold to the French.

with that article as it is at present. I suppose Philadelphia flour can be purchased under 30s. per barrel; and from there being upwards of 20,000 barrels for sale in Kingston, good and bad, none are inclined to speculate in so dangerous an article; that two-thirds must be unfit for use before the other one-third can be used, unless a foreign demand takes place, which at present is not likely. Dry goods are in a like state according to their value. We could at present purchase London goods at sterling cost without any charge whatsoever."

" 17th February.

" I have got fifteen puncheons of rum on board the brigantine already, and hope by the 1st or 10th of March to have the whole quantity on board, provided the people who have promised, comply with their promises; but I am very much afraid some of them will fail, as there are sundry purchasers for rum and sugar from Kingston, for the American market. Rum has broke at 2s. 6d. per gallon and puncheon 40s. and sugar from 25s. to 32s. 6d. per cwt. but I wish from the number of purchasers it may not rise; there are now five vessels here loading for Philadelphia, New York, and Charles-town, and more expected; I wish they may not overstock the American market."

As

As several of the ships in their way to Jamaica, touched at the Leeward Islands, and as they did not there dispose of the whole of their cargoes, it is to be concluded the price of the articles in question has been equally reasonable in those islands.

Of Canada, the author of the West-India Pamphlet remarks, that in the year 1775, the export was "quite inconsiderable;" yet it amounted to 175,050 bushels of wheat, and 7115 barrels of flour; that in 1778, about 3000 barrels only were exported to New York and Halifax; yet the quantity exceeded 20,000 barrels; that its greatest export, viz. that of 1774, amounted to a "mere trifle compared to the demands of the sugar colonies," yet it was in that year 463,494 bushels of wheat, and 5428 barrels of flour and biscuit, which was equal nearly to the whole consumption of the British West Indies: The exportation of corn from Canada must undoubtedly have been diminished by the rebel invasion, by the war, and by the great addition of troops—Arbitrary restrictions of the exports must have discouraged agriculture.

But I have insensibly noticed the most essential parts of the West-India Committee pamphlet. These instances, at least, are

are sufficient to shew the very little purpose it would answer to follow the author more minutely. I can scarcely find a circumstance mentioned by him of Canada, St. John's, and Nova Scotia, that is founded. But this Canada, which is now so despised by West-India planters, is the country for which the finest possessions in the West Indies were given up, through the influence of those planters, because an accession of sugar colonies would bring a greater quantity of produce to market, and might lower the price and their profit. Those politicians who regret the loss of the American provinces, have other objections to the change.

The translation of the Vicomte De Damas' proclamation, as published by the West-India Committee, is obscure; but there is one of later date, which may in its turn be already abrogated—It is, however, perfectly well known, that the Americans are not allowed to carry away sugars from the French islands; nor have they any advantage that they had not before the war.

The construction the author of the West-India Pamphlet puts on the act 6th of Geo. III. and 21st Geo. III. which was solely intended to regain the trade with the Spanish

main, is beyond measure absurd; it converts the Independent States into foreign Colonies.

It is remarkable how repeatedly my opponents, when on the subjects of fisheries, shipping, &c. quote the opinion and evidence of Messrs. Walker, Glover, &c. who were agents, and brought forward for a particular purpose; but never mention the contrary disinterested, and much more respectable, evidence of Sir Hugh Palliser, and also the evidence of Mr. Lister, &c. before the same Parliament.

I have one complaint more against my critics: it is, that they have not furnished me with a single correction, which in such a work is rather unlucky: indeed they seem to impute it to me as a crime that the several editions of this work have been amended; yet so fortunate had I been in my first informations and opinions, that the most liberal assistance (which I acknowledge with the greatest thankfulness) has not made it necessary to alter one material fact or opinion of consequence. But now they have farther ground for dissatisfaction; this objection is considerably augmented, and I hope improved. If the 5000 copies which are published should not be sufficient, and more should be demanded,

demand, it shall be my care that every future edition shall have all the amendments, the information, my friends or the friends of the public may enable me to give.

My critics are perfectly welcome to comment on the arrangement of this work, which has gradually increased from 70 to 400 pages, by insertions into every page on every new revival; neither ornament nor even order was to have been expected: ornament was, from the first, disclaimed. To re-cast the whole would have been most reputable for myself; but the advantage to be derived by the public would by no means have been balanced by the time and trouble it would have required. The only object was to be intelligible, and to give information in the plainest manner; and I had rather incur the imputation of repetition, than neglect the opportunity of enforcing or explaining a passage where it seems necessary. When I began to write, my wish was, to shew that the system then proposed in Parliament respecting America would be mischievous. It is true that at first I did not see, at least to the extent I do after a minute and full investigation, that Britain will be highly benefited by the separation from the American States; that

that she may be stronger in future, and greater in all respects. It may not be pleasant in every respect, or very flattering to the good sense of the nation, that we have so late discovered our interest, but our marine will be highly benefited; the business of ship-building will be greatly increased in the British dominions*; the multitude of artificers employed in it will be kept at home; they will be doubled in number; our sailors will increase, and both will be ready on the emergency of war; all this, however, absolutely depends on the support of our navigation laws. If those laws should be relaxed, the reverse will be our fate; even a relaxation of the law so far as to admit the smallest American vessel into the British West Indies, as now desired, will be equally ruinous, as the abolition of the act of navigation; for it must be obvious to all men, that it would give an opening to every abuse, and that small vessels raise more sailors in proportion than larger ones. On the issue of this struggle between some of the West Indians and the Americans

* In the year 1783, the quantity of our commercial shipping, British-built, exceeded the quantity employed in 1773, 102,000 tons. The quantity of American-built ships employed by us in the year 1783, was 148,000 tons less than in the year 1773.

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INTRODUCTION. xxxix

on the one side, and all true friends of this country on the other, depends, whether our West-India settlements, from this time, shall be dependant on the United States or on Britain, as well as, whether America shall be the carriers for England, or England for America; for it is certain if our navigation laws are maintained, it will not answer the Americans to keep many ships; instead of a circuitous trade, a freight every way, as formerly, they can have a freight (and that limited) only one way. All our anxieties, however, on these subjects will avail little, if the alertness and vigour of government are not sufficient to check the abuses which have always existed, and now prevail to an alarming degree, in our West-India and North American settlements; the letter inserted in the note* particularly describes one

* Extract of a letter from America, April 2, 1784.

"The purport of this letter is to give you some information respecting the trade of our country and of America; the use which I intend it for is, that the frauds now frequently committed against the marine laws of Great Britain may be detected, and a proper method taken to prevent such from being practised in future.

"The

one great abuse: when our Ministers have leisure, they will find a reform as necessary in the West as in the East.

My

“The ordinance of the 2d July, respecting the carrying trade, was of the utmost importance to our marine; but the bad and venal use made of it by the public officers in the British West Indies, has rendered it of little or no effect.

“I have now in my view a vessel lately arrived from *Jamaica*, American-built, owned by American citizens, and navigated by American seamen, or by British renegadoes, for which the owners can produce either an American or British register, the latter he must have got at Jamaica; and it is now the custom with many vessels engaged in that trade to hoist English colours when going into any of our West-India islands, and American stripes upon their return to this country. In short, Americans settled in several of our islands have wrote to their friends in this country, that the order of the King and Council is a mere bugbear, and that Twenty Joes will make every thing easy; but the carriage of our cargo is not the only fraud; they obtain British registers for their ships, which they make use of occasionally, as their interest directs, and unless a copy of the condemnation is required from American bottoms, as well as a register, we shall have American vessels employed in every branch of British commerce.

“There are now several masters from Glasgow getting ships built in the State of Virginia, British registers for which, I imagine, cannot be obtained without fraud.

“Although

My opponents may continue their abuse ; it will be without reply. This work is the answer to them. It has been before the public upwards of a year ; every fact and opinion has been canvassed. It has had the assistance of gentlemen of long and extensive

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“ Although many complaints have arisen in this country against what is called the British restriction, and many terms of reproach have been applied to our King and his Council, for their *presumption* and *ignorance* in issuing the order of the 2d July, to cramp the trade of the States of America ; and although several of them have entered into similar resolves against Great Britain carrying the produce of her West-India islands in her own bottoms, and others have endeavoured to empower Congress to regulate that trade, yet not one of them has taken the least notice of the same orders issued by the courts of France and Spain respecting their islands ; nor have they made any remonstrance to those courts in favour of their citizens, whose vessels have been seized, and their persons imprisoned, for attempting to carry on trade forbid by the French and Spanish governors. But the pusillanimity, and the very great and unnecessary concessions of Great Britain, have led the partisans of America to believe, that no request, however unreasonable, made to Great Britain, should be denied them.”

As a proof that British merchants have not the same privileges here with other foreigners, I shall subjoin a note of duties paid on importations

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experience both in the commerce of this country and America. They have been solicited to correct, and they have liberally concurred with me in giving information to the public. Attention has been paid to well-grounded information, from whatever quarter it might be procured, and the public will not readily conceive the attention that has been necessarily paid to a subject on which no assistance could be derived from books or from any thing hitherto published. Many parts which appear very simple, cost most pains. The comparative state of manufactures, &c. has not been attempted before; the public is now in the possession of a number of facts and opinions of both sides, and will judge for itself. It will be sufficient satisfaction to me if I have in any degree shewn that a treaty with the American States, as

Per gallon, sterling, French rum, 1d.; Jamaica rum, 3d.; Windward-Island rum, 2d.; wine of the dominions of Portugal 4d.; of Spain, 3d.; France, 2d.; barrel of small liquor, except the produce of the United States, 2s. for 32 gallons—per hundred pounds brown and clayed sugar, British, 2s.; foreign, 1s. 6d.; British refined sugar, 1d.; foreign, 2d.; cocoa and pimento, 5d.; coffee, 3d.; bohea tea, 4d.; other teas, 1s.; playing cards 4d. per pack; dry goods, British, 2l. 10s. per cent.; French, 10s. per cent.

one nation, is unnecessary and impolitic; that it will only tend to unite them, and against our interest; that a treaty offensive and defensive may lead to a quarrel with Spain and other nations, but could never benefit us; that we shall, of course, have as much of the American trade as we ought to wish for; that no sacrifices of navigation or commercial regulations could avail or secure any greater advantages than we should otherwise have; that the necessary dependance of the British West Indies on the American States, as represented by the American and West-India writers, is fallacious, and would be ruinous; and that those islands may be more steadily supplied by our own shipping, than if they depended on American shipping. But above all, I shall be happy if I have shewn that it is not necessary to relax our navigation laws, and that no nation in the closest amity with us, requires it.

Before I conclude, it may be observed, that on the arrival of the proclamation in the West Indies, the privateers of the late war were turned into merchant ships to trade to America; the markets were glutted; and as a scarcity is not an uncommon consequence of an overstocked market, because traders will not immediately

diately return to ports where they have been disappointed, it ought to be imputed to its proper cause, if prices should rise for a short time; but when it is finally decided, that the carrying trade is to be reserved for British shipping alone, there will be vessels sufficient established in that trade to provide a constant and steady supply — As to the apprehensions of the West-India planters, it is shewn, that the consumer may have most reason to complain of measures that might raise the price of lumber, and consequently of West-India produce. The pretence that there will be no market for rum, is already completely disproved: it is almost a year since the proclamation was published in the West Indies, and since that time it appears more rum has been exported from our islands to the American States than within the same time during any former period. If we were to judge from the apprehensions of the West Indians, we should imagine every thing depended on the market for this article; but it may be remarked, that if there were few or no distilleries in our sugar colonies, they would only be on a footing with all foreign settlements; they, however, will have many advantages. It may be observed,

served, Britain and Ireland consume more foreign spirits than the whole amount of rum produced in all our sugar colonies ; and if the present measures to prevent smuggling should succeed, the market for rum will increase surprisngly, and perhaps more than sufficient to take off all the rum heretofore consumed by the American States.

In short there appears scarce a shadow of argument in the present situation of affairs, for allowing great advantages to pass out of our hands. Even upon the supposition that great advantages were to be gained by opening the ports, it would be extremely impolitic in this country to adopt such a measure ; on the contrary, great sacrifices ought to be made to that which alone in time to come can enable us to preserve our power.

But Administration at length took the proper and only step it could take — The case of the West-India planters and merchants has been referred to a Committee of the Privy Council, among whom were men the most competent to the subject ; they have given an attention to it that deserves highly of the country ; and when their labours are known, it must give great satisfaction to the public. They have prepared a Report, on which it

is to be supposed Administration will act as soon as it is presented to the House of Commons. In the mean time, every day that the question remains undecided, mischief arises: it may amuse West-India merchants and planters, but it prejudices commerce extremely — It gives hope; it gives time to plot, to counteract; it encourages violent measures against this country; merchants do not know how they should speculate; the remaining Colonies, and, with them, the Loyalists, do not know on what they are to depend — but as it can hardly be imagined the Minister will require the renewal of the power of dispensing with the laws till the next session, especially as we recollect an objection was made to giving that power for a longer time than three weeks, we may flatter ourselves this interesting question will be shortly decided.

On the subject of opening the West-India ports, the contest seems unequal. Many individuals think themselves very materially interested for it: no man, in particular, can be said to be interested against it; but although the friends of the navigation act, that is, the marine of Britain, may not have been forward to shew themselves, they are numerous. The advocate of a public cause, for
such

INTRODUCTION. xlvii

such is this, does not see the subject through a selfish medium. He is least liable to prejudice, and he is less likely to misrepresent. He may have obloquy for his trouble, although it will be difficult to impute his conduct to any motive, but an earnest wish for the welfare of the country. He will, at any rate, have the satisfaction of thinking he endeavoured to serve the public, when its interests, through levity, ignorance, and party distractions, were likely to suffer.

SHEFFIELD.

SHEFFIELD PLACE,

July 4, 1784.



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O B S E R V A T I O N S

O N T H E

C O M M E R C E, &c.

AS a sudden revolution — an unprecedented case — the independence of America, has encouraged the wildest sallies of imagination, Systems have been preferred to experience, rash theory to successful practice, and the Navigation Act itself, the guardian of the prosperity of Britain, has been almost abandoned by the levity or ignorance of those, who have never seriously examined the spirit or the happy consequences of it. Our calmer reflections will soon discover, that so great a sacrifice is neither requisite nor expedient: truth and fact are against it; and the knowledge only and consideration of the exports and imports of the American States will afford us just principles, whereby we may ascertain the real value of their trade, foresee and judge of their

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true

true interest and probable conduct, and choose the wisest measures (the wisest are always the most simple) for securing and improving the benefits of a commercial intercourse with this now-foreign and independent nation: for it is in the light of a foreign country that America must henceforward be viewed — it is the situation she herself has chosen by asserting her independence; and the whimsical definition of a people *sui generis*, is either a figure of rhetoric which conveys no distinct idea, or the effort of cunning, to unite at the same time the advantages of two inconsistent characters. By asserting their independence, the Americans have at once renounced the privileges as well as the duties of British subjects: — they are become foreign States; and if, in some instances, as in the loss of the carrying trade, they should feel the inconvenience of their choice, they could not, nor ought they to complain; but should they, on the other hand, be placed on the footing of the most favoured nation, they must surely applaud our liberality and friendship, without going so far as to expect that, for their emolument, we should sacrifice the navigation, and, of course, the naval power of Great Britain. By the simple expedient of permitting the acts of navigation to operate in respect to the American States as they operate in respect to the most favoured foreign nation, we shall escape the unknown mischiefs of crude and precipitate systems, we shall avoid the rashness of hasty and pernicious concessions; concessions

which

which could never be resumed without provoking their jealousy, and perhaps not without an entire commercial breach with the American States.

In the youthful ardour for grasping the advantages of the American trade, a bill*, still depending, was first introduced into parliament. Had it passed into a law, it would have affected our most essential interests in every branch of commerce, and in every part of the world; it would have deprived of their efficacy our navigation laws, and undermined the whole naval power of Britain; it would have endangered the repose of Ireland and excited the just indignation of Russia and other countries†: the West India planters

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would

* For the bill, as first brought in by the right honourable William Pitt, then Chancellor of the Exchequer, see the appendix. Every clause was altered at several times, but the principle being bad, and the difficulty great, the bill at length was dropt for the session, and a temporary power was given to the Crown to regulate the trade and intercourse with the American States.

† To instance only Russia: by treaty she is to be considered as the most favoured nation. She will not easily be amused by any ridiculous attempts that may be made to treat the American States other than foreign. Bar iron from Russia pays a duty on importation into this country of 2l. 16s. 4 $\frac{1}{2}$ d. per ton, in British ships legally navigated, and of 3l. 7s. 1 $\frac{1}{2}$ d. in any other ships than such as are British built, and whereof the master and three-fourths of the mariners at least are

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would have been the only subjects of Britain who could have derived any benefit, however partial and transient, from their open intercourse directly with the American States, and indirectly through them with the rest of the world. Fortunately, some delays have intervened; and if we diligently use the opportunity of inquiry and reflection which these delays have afforded us, the future welfare of our country may depend on this salutary pause.

Our impatience to pre-occupy the American market should, perhaps, be rather checked than encouraged. The same eagerness has been indulged by our rival nations: they have vied with each other in pouring their manufactures into America, and the country is already stocked, most probably overstocked, with European commodities*. It is experience alone that can de-

British, while such iron from America, when a part of the empire, was free from all duties. If we do not put both countries on an equal footing, we may sacrifice the most necessary trade we have.

* British goods of several kinds were cheaper last year in New York than in London, and letters from Philadelphia mentioned several articles 25 per cent cheaper. But it appears, by letters received from America since the former editions of this pamphlet, that although the market had been overstocked with some articles, many others were much wanted to assort the stores, which arose, in some measure, from the ignorance of foreigners in composing their cargoes.

monstrate

monstrate to the French or Dutch trader the fallacy of his eager hopes, and *that* experience will operate every day in favour of the British merchant. He alone is able and willing to grant that liberal credit, which must be extorted from his competitors by the rashness of their early ventures: they will soon discover, that America has neither money * nor sufficient produce to send in return, and cannot have for some time; and, not intending or being able to give credit, their funds will be exhausted, their agents will never return, and the ruin of the first creditors will serve as a lasting warning to their countrymen. The solid power of supplying the wants of America, of receiving her produce, and of waiting her convenience, belongs almost exclusively to our own merchants. If we can abstain from mischievous precipitation, we shall learn, to our great satisfaction, that the industry of Britain will encounter little competition in the American market. We shall observe with pleasure, that, among the maritime states, France, after all her efforts, will derive the smallest benefits from the commercial independence of America. She may exult in the dismemberment of the British empire; but, if we are true to ourselves, and to the wisdom of our ancestors, there is still life and vigour left to

* The greater part of the colony commerce was carried on by means of British capitals.

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disappoint her hopes, and to controul her ambition*.

To form a just notion of the question now depending, and reasonably to decide upon it, it was necessary to examine and ascertain what are the wants of America, what this country can provide her with, which cannot be procured elsewhere on terms equally advantageous, and what are the productions which America has to give in return. These investigations will throw some light on a subject as interesting, although perhaps as ill understood, as any that can be agitated among us; and the following facts and observations being distinctly stated, may be more easily comprehended, and will probably be more deliberately considered, than if spoken to benches usually almost empty, except when a ministerial question depends.

The

* There is no circumstance of the war that can inspire France with any confidence in the superiority of her fleet, her army, or her finances. By her suspension of the carrying trade, by her neglect and abuse of her army, she made up a fleet that was in no instance victorious. About six weeks after the signing the Preliminaries, she withheld payment of the bills drawn by her commissaries in America. Britain always resisted, and sometimes vanquished, the maritime powers of the world, and her efforts will be as glorious in the annals of history, as her most successful wars. The resources which have supported a war so distant, so various, so expensive,

The imports and exports of the American States must in general, from many causes, be the same, and for a long time to come, that they formerly have been.

To begin with the imports from Europe:—They may be divided into those in which Great Britain will have scarce any competition; those in which she will have competition; and those which she cannot supply to advantage.

Articles in which there will be scarce any Competition.

W O O L L E N S.

In this great and capital article, Great Britain will have very little competition, except in fine cloths made in France, to appearance of equal quality to those made in England. They have a superior lustre, and are afforded cheaper*, but fail

expensive, have been superior to the expectation of the most sanguine. Our advantage may be fairly ascribed to the strength and spirit of the country: our failure, more especially in America, to the misconduct of individuals, and the errors of Parliament.

* But the very best French cloths are dearer than English. Those of Louviers in Normandy sell at 28 livres, or 24s. and 6d. sterling per ell, or rather more than 19s. 6d. per English yard, 5qrs wide. Those of Sedan, which are next in quality, at 27 livres. Abbeville,

WOOLLENS.

fail in firmness and durability. France excels in single *, though seldom in mixed colours; but the demand of the superfine cloths from America will be very inconsiderable; the consumption of that country is chiefly of cloths under 12s. per yard; the quantity of those of a higher price bears no proportion to that of any one of the inferior qualities, down to the coarsest and cheapest; therefore, as the bulk of the woollens must be bought in England, it will be seldom worth while to send to France for the small

at 25 livres. Elbœuf, at 22 livres. These are made entirely of Spanish wool, without any mixture of French (except those of Elbœuf, some of which are mixed, though contrary to the regulations) as also the fine ratines of Andelis and Eureux, which sell at 27 livres per ell, 5qrs wide. The price in France of the best Spanish wool is five livres per pound, or 4s. 4½d. sterling. The price of the French wool, which is mixed with Spanish in the slight cloths of Champagne and Languedoc, for the Levant trade, is three livres per pound, about half of each. The warp, French; the woof, Spanish. Two pounds of wool cleansed will make an ell of cloth. A spinner of wool gains ten sous per day, and a comber from 12 to 15 sous; but that business is done by measure, and the wages depend on the skill of the workman.

* French cloths are not so much twisted in the thread as our superfines, and being of a more spongy and open texture, they receive a greater quantity of the dye, and thereby retain the colour better, especially black.

quantity

quantity they may want of the cloths of 13s. 6d. and 14s. and they will rather take the English superfines, which are at least as much better as they are dearer, than those of the French. There will be no competition in woollen stuffs of other kinds and qualities, such as camblets, callimancoes, shalloons, durants, &c. The manufacturers at Lisle, and some other towns in France, attempt camblets, ferges, and some other light woollens; but they are so much inferior, that the same sorts of English manufactures, even loaded with duties and expences, are preferred both in the French and Austrian Netherlands. As to the shalloons, tammies, and other light stuffs for the lining of cloaths, and such uses, the French manufactures have hitherto had still less success. The article of wool being from 15 to 20 per cent. dearer in France * than in England, though the price of labour

* Several persons are now in England, sent from France to observe the management of our flocks, in order to acquire knowledge relative to wool. They may observe, that it will be necessary to change the climate, in the greater part of France, and the whole system of husbandry, before that country can raise any quantity of wool, such as ours. There is, however, good wool in France, the quantity may be increased and the quality improved. M. Daubenton has in Burgundy a breed of sheep whose wool is so fine as to have sold lately at five livres the pound; but the quantity of wool raised in France is not considerable when compared with the consumption. We may in some degree judge from the seizures, of the increase of the practice of

WOOLLENS.

labour is lower; yet, whilst wool continues to be so dear, it is hardly possible that coarse cloths, which require a greater proportion of materials than of labour, can be afforded so cheap in France as in England; and it is certain, that all coarse woollens are at this time at least 15 per cent. dearer in France than in England.

Orders to a great amount are now in London from the French, for woollen goods, as well as for Spital-fields manufactures.

The average price of good wool in the northern provinces of America was 1 s. sterling per pound. There are some sheep in each province, but the number is inconsiderable, except part of the province of Rhode Island and Connecticut. In the southern provinces, the wool of sheep becomes of a hairy quality. In the northern, it cannot answer to raise many sheep, the land is so long covered with snow; the expence of winter fodder is too great.

The following fact is a striking proof of the superiority of our woollens to the French, in the opinion of the Americans. When France granted a sum of money to Congress for cloathing the American troops, Mr. Laurens, jun. was employed to provide it; but, instead of laying out the money in France, he went to Holland and bought English cloths, and sent them to America.

smuggling wool. In 1770, the quantity seized was only 32 pounds. In 1780, it had increased to 12,383 pounds; and in 1782, it amounted to 13,916 pounds.

The French minister was instructed to complain to Congress of this transaction, so ungrateful and injurious to France; but Mr. Laurens justified himself by saying, it was his duty to do the best he could with the money, and that the English cloths, of equal price with the French, were much better. And farther to shew the preference given to British manufactures in the American States, we need only recollect, that the importation of goods from this country, through a variety of channels, was so great during the war, that the French minister, residing at Philadelphia, remonstrated against it more than once, before the least attention was paid to him by Congress. An act was then made prohibiting the manufactures of this country under certain penalties; nevertheless, they continued to be imported to so great a degree, that a remonstrance from the Court of France was presented to Congress, threatening to withdraw their aid, if more effectual means were not taken to prevent the importation of British goods, which, being accompanied with strong recommendations from Dr. Franklin, and the other Commissioners in France, produced some effect. Some seizures were made of British manufactures, though imported through Holland. This severity took place a little more than a year before the peace. In some instances, the goods seized, were returned to the owners. Prior to this, the shopkeepers, &c. used to advertise as English goods, what, in fact, were Dutch or French manufactures, in order to recommend them to the purchaser.

WOOLLENS.

It has been the art of American emissaries, and of some among ourselves, who seem equally enemies to this country, assiduously to represent the woollen manufactures, as well as the country itself, in a declining and ruinous state. Particular branches of the manufacture may have declined in some parts, but other branches have increased nearly fourfold in other parts; it may have lost particular markets, but it has found many others. In the West Riding of Yorkshire, where there are far the greatest manufactories of English wool, a return is made, by act of Parliament, to the Justices at the Spring Quarter-sessions, of the number of pieces and yards of cloth, milled at the several fulling mills in the preceding year. By the act of 1725, the broad cloths only were subject to these returns, and the whole number of pieces milled the succeeding year was only 26,691; but an act of 1738 extended this register to the narrow as well as broad, and the next year's returns of pieces were, broads 42,404, narrows 14,495. These returns of the supervisor are authentic and incontestable. Every good Englishman will, with pleasure, see in these returns the constant and prodigious increase of that manufacture.

Years	Broad pieces	Narrow pieces.
1738,	42404,	14495.
1748,	60763,	68080.
1758,	60396,	66396.
1768,	90036,	74480.
1778,	132506,	101629.

In

WOOLLENS.

In the year 1778, notwithstanding the American revolt was then at its height, and according to some of our politicians, ought to have ruined the woollen manufacture, the returns were greater than they ever had been before. Those of 1782 were still greater. The number of yards in the return of 1778 was, broads 3,795,990, narrows, 2,746,712. The returns of the year 1782, made on the 25th of March, were, broads 4,563,376, narrows 3,292,002. The present prevailing fashion of wearing Manchester manufactures of cotton, and of cotton and silk, must have lessened, in some degree, home consumption of woollens, and proves that the increase lately must have been chiefly in our exports. The low price of coarse and long wool is no proof of the decline of the manufacture. It is well known, that the quantity of those kinds of wool grown in England are doubled within no great number of years. By the introduction and general use of artificial grasses our flocks have been greatly increased. Large tracts of country, formerly open and under corn, now inclosed, maintain multitudes of that useful animal. It is certain the manufactures of coarse wool have increased. The price of fine wool is high, and has increased lately, notwithstanding the fine-wool flocks are more numerous than they were; consequently the manufactures of this kind of wool have not decreased, but that branch in which

In

which Spanish wool has been most used, has most declined.

France has one advantage over England in these manufactures. The stile of her government enables her to use more vigorous means of preventing frauds, such frauds as may hurt British manufactures much more than the independence of America probably will do.

Iron and Steel Manufactures, of every Kind.

If a drawback or bounty, equal to the duty on foreign iron, should be granted when exported, these articles probably never will go to America to any amount, but from Great Britain. The cast-iron manufactory has had great success in some parts of America; the other manufactures of iron there is very inconsiderable, except scythes and axes; the latter of which are preferred, chiefly on account of the shape being better calculated to answer the purpose for which they are wanted, than those made in England, and they bear a higher price*. Occasionally other articles are as well made in America by ingenious workmen, chiefly emigrants; but whatever they make is at an expence of at least three times the amount of what the same article could be imported from Europe.

It

* It is said, the American scythes and axes are better than the British, because the Americans use the best foreign

IRON AND STEEL,

It is well known how much we surpass the world in the manufactures of iron and steel. At Liege some articles may be cheaper; nails may be had cheaper there, but they are clumsy, and do not suit the American market. French and Dutch nails were found to be ill manufactured, and made of brittle iron.

Some English and American iron possesses the quality of toughness in a high degree, and undoubtedly tough soft iron is the best for making wire and many other articles, but is very bad for making a nail, a hoe, an axe, a scythe, and many other valuable articles; for these it is necessary to have iron of other qualities added to the quality of toughness; it must be of a sound, firm, durable, strong body or texture, and for edge tools particularly must in its nature have a readiness of joining with steel, that is, in making the tool, the iron must cohere and unite itself with the steel, so as to make one sound and solid body. It is known and admitted, that no good steel can

foreign iron for the purpose, while the British manufacturers are, perhaps, too careless as to the materials they use, taking the readiest or the cheapest sorts of iron. Manufacturers in general are too inattentive to the goodness or fitness of the raw materials they use. However, the New-England axes having got a great character, large quantities before the revolt were made in Britain like them, were sent to America, and sold as New-England axes, and answered as well.

be

be made, except from Swedish iron: it is more natural that that iron should be disposed to join best with steel; the fact too confirms it. Swedish iron makes the best axe, scythe, &c. Russia iron comes next in rank, in point of character and quality, to the Swedish, and is very fit for nails, &c. which require no junction with steel. Iron which is only tough will not join well with steel; cold-short English iron joins better; but as it is too apt to break when cold, it is not fit for many tools.

Previous to the war, there were very few forges for making anchors in America, and only one in Philadelphia.

No branch of commerce is more interesting to us than the manufactures of iron; yet we suffer them to be clogged with a most improper duty for the sake of a revenue. There are scarce any articles on which it would not be more prudently laid; the duty on foreign iron being 2l. 16s. 1 $\frac{1}{2}$ d. per ton, imported in British-built shipping, &c. and 3l. 7s. 1 $\frac{1}{2}$ d. in foreign ships, undoubtedly produces considerably. In 1781, above 50,000 tons were imported from Russia and Sweden; but the importation yearly from the former of those places does not exceed 26,000 tons, and from the latter 16,000 tons, on an average of the last twelve years. It is a duty, however, which we should spare entirely, or allow a drawback on exportation, notwithstanding this moment of difficulty to our financiers. There should be no
duty

IRON AND STEEL.

duty on raw materials, especially in this case. Russia, Germany, and other countries, which have iron without duty, will undersell us in the manufacture of it, especially as slitting and rolling mills are now erected in Sweden and Russia. The cheaper the raw materials, the advantage is certainly greater to the manufacturer, and to the country; and for the sake of British iron mines, raw materials should not be burthened. Raw materials are better to us in return than gold; they are the parents of many manufactures. As the duty now stands, the manufacturer of nails in Russia might afford to sell them 4l. a ton cheaper than we can; duty 56s. 4d. freight 20s. shipping and landing 3s. 8d. Russia makes great quantities for home consumption; and having now taken off the duty, may soon greatly undersell us*. Ministers can have no sufficient objection against allowing, on exportation, a drawback of the duties on articles manufactured from foreign iron, unless they should think, that there will be room for

* As the law now stands, the Russians may import into Great Britain, and afterwards export to the American States, such of their wares as are made of wrought iron or steel in their dominions, in defiance of the very high duties on importation here, such duties being all drawn back again upon exportation to a foreign country, except a moiety of the old subsidy; consequently, the American States would be on a better footing in this particular than our own colonies, if the law is not altered.

IRON AND STEEL.

frauds in exporting articles manufactured of British iron, under the name of foreign; it would be better to allow a drawback, or bounty, equal to the duty on foreign iron, on all iron articles when exported, whether manufactured from foreign or from British iron, (which will also encourage the making of iron in Britain) in like manner as is now allowed upon British refined sugar and upon silk manufactures exported, in consideration of the duties actually paid for raw sugars and silk on importation. Allowing the bounty or drawback on exportation, above half the duties will be saved, as near 50,000 tons are imported, and only from 15 to 20,000 tons of all kinds are exported manufactured. As to giving up the duty on the part exported, it would be lost of course, if we lose the export trade, which must happen in a short time, if our iron manufactures continue to be burthened with duties. If once lost, it will not be easily recovered. From 50 to 60,000 tons in pig, and from 15 to 20,000 tons in bar iron are made in England. The British iron maker will certainly wish to keep the duties as they now are; but our iron mines cannot be an object of so much consequence, and the legislature should not risque the most important trade for the sake of one class of men, especially as foreign iron is of a superior quality, and as the practice of making iron, by means of coak, instead of charcoal, increases, the quality

lity of our iron will become worse. Iron made by coak has hitherto been found to be of a very mean quality, and much of it, of that kind called Red-short, the meanest of all; it loses near a third of its weight in manufacturing, and flies like pot metal under the stroke of the hammer. The quantity of iron made in Britain, by means of pit coal, increases very greatly, and will decrease importations*.

Before the war, vast quantities of nails were made of foreign iron, and exported from Glasgow to the southern provinces of America, and although they cost 15 per cent. more than nails

* If Mr. Cort's very ingenious and meritorious improvements in the art of making and working iron, and his invention of making bar iron from pig iron, either red-short or cold-short, and the great improvements on the steam engines by Messrs. Watt and Bolton of Birmingham, and Lord Dundonald's discovery of making coak for the furnace at half the present expence, should all succeed, as there is reason to think they will, the expence may be reduced so greatly, that British iron may be afforded as cheap as foreign, even if the latter should be allowed to enter duty free, perhaps cheaper, and of as improved a quality, and in quantity equal to the demand. It is not asserting too much to say, that event would be more advantageous to Britain than Thirteen Colonies. It would give the complete command of the iron trade to this country, with its vast advantages to navigation, and our knowledge in the iron trade seems hitherto to have been in its infancy.



Library

IRON AND STEEL.

from British iron sent from Bristol, &c. yet they were always preferred in America, from their superior quality; and therefore, if the raw material is not exempted from duty, the many articles made of foreign iron must be lost to this country, as the British iron cannot be substituted, particularly in making the different sorts of steel, which was formerly an immense article of export to America. It was manufactured in Britain from Swedish iron; and although it continued in bars as formerly, yet no drawback could be allowed.

The cost of a ton of iron is from 10l. to 10l. 10s. Duty, freight, charges, and manufacturing, gain to the country from 11l. to 45l.

The total value of a ton of foreign iron, when manufactured in Great Britain, is according to the kind of manufacture, from 21l. to 56l.

Viz. a ton of iron, when manufactred into

Rods, is worth -	£.	21		Hoes, axes, &c. -	£.	42
Hoops - - -		22		Anvils - - -		42
Bolts - - -		24		Tin plates - - -		56
Anchors - - -		30		Steel from 24l. to		56
Nails - - -		35				

From 15 to 20,000 tons are annually manufactured for exportation; the average of which, estimated at 28l. per ton, the medium of 11l. and 45l. (the lowest and highest increase per ton) produces annually a profit to this country of 484,500l.

Iron

IRON AND STEEL.

Iron imported into Ireland pays 10s. per ton only; iron imported into England pays, as before mentioned, 56s. 4d. There is no drawback in either country upon foreign iron manufactured; but Ireland laid a duty upon manufactured iron exported to the colonies, which, added to the duty of 10s. per ton paid upon rough iron imported, equalized the charge which British manufactured iron was computed to carry out with it. It is true, the American States are no longer British colonies, and therefore Ireland may, without breach of compact, send her iron manufactured there, free of duty; this is an additional reason for taking off the duties on exportation. Coals, and the means of manufacturing, are however much in favour of England.

We should take off all duties on naval stores; and iron is one principal article of naval stores. An advantage in return might be expected from Russia, on such articles as she can get as cheap, or cheaper, from other countries. As to woollens, at present, we have lost the cloathing of the Russian army, (except the guards) by abuses in the manufacture, especially by overstretching the cloth; the consequence of which is shrinking extremely when worn. Our treaty of commerce with Russia expires in 1786. We may hope before that time our Ministers will have leisure, from political struggles, to pay attention to this most interesting business. Our intercourse is, and must ever be, great with

Iron

IRON AND STEEL.

with Russia. She has not inhabitants for manufactures; she cannot interfere with us much in the carrying trade; her efforts as a maritime power have not, nor can succeed; her ports being shut six or seven months in the year by ice, she cannot have many sailors. The articles we have from her are most necessary to us. The trade with her is more in our favour than is at first imagined. All the articles from Russia, except linens, come unmanufactured; nearly all we send in return, are manufactured, even her own iron. If the conduct of the American States should induce us to adopt Russia in their place, and give her products the advantage we allowed to theirs, she can be of infinitely more use to us than they ever were. She will cost us much less. She will pay also for what she takes in half the time.

S T E E L in B A R S.

Steel is made in very few of the American States. Little was made in New York, New Jersey, or Pennsylvania, before the late contest; but, since the commencement of the late war, considerable quantities have been made there; and those are the provinces where the greatest iron works were. A great deal of English and German steel is still imported. Lately, the steel denominated German steel, is brought to great perfection in Great Britain. It is made of Argon's
iron;

iron; all of which is contracted for in Sweden by the English.

Porcelain and Earthen Ware.

The demand for this article has been great, and will increase, except for the most gross kind. The importation has been, and must be, from Great Britain, on account both of the quality and price. Attempts to manufacture this article were made at Philadelphia and Boston, but failed. The coarser kinds of earthen ware have been made formerly in Georgia, and latterly in South Carolina; but it is as easy to carry earthen ware from England, as from the southern to the northern States, and the high price of labour in America will give England the advantage. Flint, however, a very necessary article for the manufacture of earthen ware of the better kind, is not to be found in any quantity in North America. East-India china is sometimes cheaper in Holland than in England. America gets of the coarse kinds from St. Croix; but the consumption of china in America is inconsiderable, in comparison to that of British earthen ware; and since the improvements of the latter, it decreases daily. Earthen ware, procured on long credit from Britain, was a considerable article in the American contraband trade with Spanish South America. The cash received

24 *American Imports from Europe.*

GLASS.

ceived in exchange was laid out generally at Curaçoa.

G L A S S.

The importation of looking glasses, drinking glasses, and other glass furniture, though it rose to a large amount, bore no proportion to the importation and consumption of window glass.—Except the looking glasses made in Holland, (the quantity of the larger kind which comes from France is trifling) there is no article of glass in any part of Europe but the British, which will answer in the American market.—There are glass works in Pennsylvania; bad glass is made in New Jersey for windows; but there is not any quantity of glass ware made in America as yet, except bottles, and even of these the quantity is trifling. Hitherto these manufactures have been carried on there by German workmen; a considerable glass manufacture at Boston failed several years ago. The want of flint in America will be always a great disadvantage in the manufacture of this article; nor has there been any earth yet discovered in America, proper for making the pots used in the manufacture of glass. What has hitherto been used there, at least in the northern provinces, for that purpose, has been imported from Great Britain. The importation of English wine glasses into France is very considerable.

STOCKINGS.

STOCKINGS.

The great consumption of stockings in the American States is of worsted, thread, and cotton; that of silk will never bear any proportion; the worsted, thread, and cotton have been, and most probably will be, imported from Great Britain; English silk stockings are preferred, and by proper encouragement might almost wholly supply America. The best English silk stockings are now in great request, even in France. A considerable quantity of coarse worsted stockings is made in America, and also of cotton and thread; however, Mr. Otis, who was by no means disposed to under rate that country, asserted, that there was not wool enough raised in all America to make each person in it one pair of stockings.

S H O E S.

The importation of men's shoes, except into Virginia, Maryland, the Carolinas, and Georgia, was never to any great amount; but of women's it was and must continue to be considerable, and will be made from Great Britain principally *, until

* A considerable quantity of women's shoes are made in Massachusetts, particularly at Lynn, some for exportation

SHOES AND BUTTONS.

until some other nation in Europe shall learn the art of manufacturing and working leather as well ; at present, the most advanced of them are far behind the Americans themselves in that branch. Soles are better in England, because better tanned, and a considerable quantity were imported from hence. Beef is killed too young in America to admit of the hides making good sole leather.— America has not stock to afford to tan the leather as in England, where it lies much longer in the tan pit ; and the American tanners, to hasten the process, use too much lime. Upper leather for shoes is nearly as good in America as in England. In 1769, 11,303 lbs. of leather, price at the port of exportation 9d. per lb. were exported from the colonies to the British and foreign West Indies.

B U T T O N S.

Whilst Great Britain supplies great part of Europe with this article, it cannot be questioned from whence the Americans will import it ; and this will be one of the last manufactures which it will be worth the while of the Americans to attempt.

tation to the British and foreign West Indies ; but the stuff, such as callimanco, &c. the binding and lining, come from Britain.

H A T S.

H A T S.

The Americans will be able to manufacture beaver hats for themselves, which they prefer to foreign ones. These are chiefly of a very fine kind; but from the closeness of the texture, and perhaps the inexperience of the workmen, they seldom retain the dye so well as hats made in England; nor are they pleasant to wear, being rather heavy and stiff, and they are of a high price. The Americans make very few felt hats, nor can they dye them a good black; the high price of wool and of labour in the American States, must induce them to import the felt and common hats. Whitehaven, and its neighbourhood, can bring this article to market at a price for which America for centuries will not be able to manufacture it; and as wool is cheaper in Great Britain than on the continent, the British manufacturers must be able to afford this article cheaper. If the hatters should succeed in their petition, and an additional duty should be laid on the exportation of undressed hare-skins, hare-wool, and coney-skins and wool; or the exportation should be prohibited, and the importation of goats-hair or wool should be allowed duty free, the value of the raw materials of course will be lowered, and the manufacture benefited.

COTTON or Manchester Manufactures of all Kinds.

These collectively form a very capital branch of importation in the American States, and, except at Rouen in France, there is no considerable manufactory of them in any other part of Europe. The manufactures at Rouen, though inferior to ours, are good; but they have been hitherto near 20 per cent. dearer than those of Manchester, which has given the latter the preference in the Netherlands, in Holland, in Germany, and most parts of Europe, and must do the same in America. Though labour is cheaper in France, and cotton to be had at the same price, or cheaper, the superior skill and stock of England gives the great advantage*. In the year 1780, when we should suppose our trade was much affected by the war, some of the principal men of Manchester were of opinion, that 10,000 hands more might have been employed in the manufactures of that place, if they could have been found.

Haberdashery and Millinery.

Fine linen tapes, incles and fine thread, are best from Holland or Flanders; but the common British tapes are cheapest, and also all kinds of

* Manchester goods are carried from England into France, and there sold as French manufacture.

worsted bindings, garters, coarse threads and sewing silks. Our ribbands are made of Turkey, Bengal, China, and Italian silks *. England sends a great quantity of them even to France; and where beauty and good quality are recommendations, English ribbands have the preference all over Europe. It was remarked in the former editions of this pamphlet, that the common ribbands of France had the advantage; but it appears, that the great plenty and cheapness of silks now brought by our India Company from Bengal, enable the English manufacturer to vie with France, even in the ordinary article of black ribbands. The India Company puts up at each of their sales (they have two in a year) about 3,500 bales of China and Bengal silks, each bale from 150 to 300 pounds. The importation of Bengal silk increases very much in quantity, and is of a very improved quality. The India Company has the merit of having sent persons to India to instruct the natives in the manner of reeling their silk. Every possible encouragement should be given to the Company to induce them to continue this large import of *raw material*, as conducive to the extension of our valuable silk manufactures, and other manufactures mixed with silk, making London the mart for raw silks, and preventing

* The average annual amount of ribbands manufactured at Coventry, is about 500,000l.

the

HABERDASHERY, &c.

the large annual balance paid to the Italians solely for this article. Italian silk in general comes organized, fit for the manufacturer. All silk from China and Bengal comes unthrown, which gives a great advantage to our silk mills. China silk is of a superior quality to Bengal, and is very much used in gauzes. France is said to grow about one third of the silk she consumes, and does not export any in a raw state. Spain is said to grow as much as she consumes, and of an excellent quality. France may be a competitor with us in black modes and satins, but at present we have a superior art in finishing them, as well as fine ribbands, which the French have not hitherto been able to acquire. In persians and sarfenets we have the advantage. Gauzes are cheapest and best from Britain. As America takes its fashions from England, millinery goods will go from hence in large quantities, as they have always done. Muslins also will come most reasonable from Britain. Manchester begins to vie with the East Indies in that article, and manufactures a large quantity. Pins and needles, and all small wares, will come as cheap from Britain as from any country.

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American Imports from Europe. 31

TIN IN PLATES, &c.

Tin in Plates, Lead in Pigs and in Sheets, Copper in Sheets, and wrought into Kitchen and other Utensils.

The demand for tin in sheets, to be wrought in America into kitchen furniture and other articles, and of lead in pigs and sheets, for different purposes, used to be of considerable amount, and will be of still greater in future. These articles can be had from Great Britain only, to any advantage; and though copper may possibly be brought in the rough, cheaper from Sweden than from England, or from the copper mines of the country, yet the dearness of labour in the American States will lead the importer to purchase the article of copper, wanted in America, ready made in Europe, and consequently the manufacturers in Great Britain, in that article, must have the preference; and the American States have so few articles to send to Sweden, or indeed to any part of the North, that all the articles from the Baltic may be imported through Great Britain to greater advantage than directly from those countries, if a drawback should be allowed on such articles on exportation as are not now entitled thereto. A lead mine was opened by Colonel Chiswell in the frontier county of Virginia, viz. Augusta, but not answering expectation, the work was laid aside. Lead mines were likewise

Tin

PAINTERS COLOURS.

likewise worked in other parts of America, none of which ever succeeded to any extent, having been given up. There are rich lead mines in the interior country, far from water carriage; the heavy expence which will necessarily attend the bringing the ore or refined metal to market, will prevent their being worked, at least for many ages. On the southern side of Lake Superior, there are great quantities of copper, so pure as to be malleable out of the mines. Some attempts have been made to work them, without success.

P A I N T E R S C O L O U R S .

The dwelling houses, and other buildings in the American States, (except those in the large towns) are mostly built of wood, which circumstance causes a large demand for oil and painters colours. Oil is made, in some of the provinces, from the refuse of the flax seed, taken out in cleaning it for exportation; the quantity is trifling compared to the consumption; but the articles for colouring must be imported. The ingredients, whiting or chalk, and white lead, form at least three fourths of all paint, and being cheaper in Great Britain than elsewhere, must come most reasonably from thence. The manufacture of white lead is carried on to a very great extent in Holland and sent to most parts of the world, though almost every ingredient is much
cheaper

CORDAGE, &c.
cheaper in England, where it is also made. The restrictions on that and other articles between France and this country, holds out no encouragement to our manufacturers of that article. Considerable quantities of linseed oil went from Britain to America before the war.

Cordage and Ship Chandlery.

America manufactures a considerable quantity of cordage, but imports from Britain at least one half. The cordage made in the southern provinces is not well manufactured; it stretches very much. Russia makes a great deal for exportation, and may become a competitor with us in that article, if we do not take off all the duties on hemp and tar, to enable us to furnish America cheaper. We import yearly from 15 to 25,000 tons of different sorts of hemp from Peterburg in British ships. The Americans will prefer the British cordage; and the proper assortments of ship chandlery cannot be had elsewhere. The Dutch cordage made for exportation is by no means good, being made of inferior hemp and old cables; but that which is made for their own use is very good. There was formerly a bounty on cordage. it might be good policy to revive that bounty for a few years, until the American trade is fixed in the old channel.

F *Jewellery.*

MEDICINES AND DRUGS.

Jewellery, Plate, and ornamental as well as useful Articles of the Sheffield and Birmingham Manufactures, Buckles, Watch-Chains, &c.

These articles will be imported from Great Britain. In France, they are either too costly, or too badly designed and finished, to suit the American taste; whilst the British manufacturers of those articles have so far succeeded in uniting the solid and useful with the showy and elegant, as to have the preference even in France.

Materials for Coach-makers, Saddlers, and Upholsterers.

These articles must be imported from Great Britain, as well as all such of the articles for house furniture, which are not manufactured in the American States. The materials at least will be imported. Upholstery, in many articles, is too bulky; but all that goes from Europe, will be taken from England.

MEDICINES and DRUGS

Will be imported from Great Britain in preference to any other country, on account of the knowledge which the apothecaries, physicians, and

and surgeons in the American States, (who were mostly natives of Britain or educated there) have of the method of procuring and preparing them in Great Britain, and from the similarity of the practice of medicine and surgery in the two countries. The consumption of quack medicines before the war was very great in the southern Colonies, and formed no inconsiderable article of commerce.

INDIAN TRADE.

Goods in general for the Indian trade can be had cheapest in Great Britain, and are principally coarse woollens, cutlery, guns, gunpowder, beads, paint, gartering, ribbands, gorgets, bracelets, and other slight ornaments in silver, and different metals. The French formerly had this trade; but, since the loss of Canada, they have entirely disused it, and there would be some difficulty in reviving the several manufactures. A considerable part of this trade will go through West Florida for the Chactaw and Upper Creek Indians.

B O O K S.

This is a considerable article of exportation to America from Britain, and must continue so as long as the price of labour is high there, and the language continues the same. All school and

common books can be sent cheaper from Britain than they can be printed in America, or sent from Ireland. New books, for the copy of which a high price is given to the author, may be printed to advantage in America, or may be had cheaper from Ireland. An edition of Robertson's Charles V. was printed at Philadelphia, and sold for a dollar each volume, and Blackstone the same; but without a comparative knowledge of the printing and paper, the cheapness cannot be ascertained — The printing and paper were bad. Before the war, bibles at 20s. per dozen were sent in immense quantities to Boston, and formed a considerable article of commerce. If the Dutch should attempt a competition with us in printing English books, the duty upon paper should be drawn back on books exported.

In the following Articles there may be competition.

L I N E N S.

This is an article of much importance to the manufacturing and commercial interest of Britain and Ireland, and highly deserves serious attention, as it is likely our future export to America of this extensive branch of manufacture will greatly depend on the wisdom of the regulations that may be now established.

British

British linens are imported into America of all prices, from 4s. a yard to the lowest; but the white linens, which are chiefly used for general purposes, such as shirting, sheeting, &c. are from 2s. 9d. to 10d. per yard in Great Britain or Ireland. Linens under that price are either brown or whited brown, particularly Osnaburghs, of which immense quantities are used for Negroe shirts, trowsers, bagging, and all other purposes to which coarse linens are generally applied in a family way. Formerly the planters used almost intirely the German Osnaburghs for their slaves, until the bounty of 1 d. a yard was given on all British and Irish linens exported to the Colonies of the value of 6d. and not exceeding 1s. 6d.

This bounty gave so great encouragement to the manufactures of coarse linens in various parts of Britain and Ireland, particularly Scotland, that the merchants found they could export the British Osnaburghs to full as much advantage as the foreign; and the former being more pliable and much pleasanter* in the wear, it gained so

* The masters would not perhaps pay much attention to the circumstance of the one kind of Osnaburghs being pleasanter than another in clothing their slaves; but it must be observed, that near two thirds of all the coarse linen worn by the negroes were purchased by themselves, with the money obtained by their own industry at their leisure hours, at least in some of the States.

great

great a preference, that for some years before the war, the consumption of German Osnaburghs was become inconsiderable, compared with the former demand. Perhaps another reason may be given for the preference shewn to the British. The Germans generally whiten their Osnaburghs a little, and in this operation they use lime, which generally tends to injure the linen. The Americans, it is probable, will always give the preference to such of our linens as are used in body wear, not only from the effect of habit, having been long accustomed to them, but also on account of their being better bleached and more neatly prepared for sale. Besides, the fine linens of the Low Countries are very apt to cut in the wearing, owing to the thread being twisted too hard. The drawback lately allowed on the materials used in bleaching, will aid in a considerable degree both the linen and cotton manufactures, and particularly threads of all sorts.

But notwithstanding the large consumption of British and Irish linens, there were also great quantities of foreign linens used in America, in particular kinds of which, it is to be apprehended, that, from various causes, such as the low price of labour abroad, the raw material being the growth of the country, &c. our manufactures cannot pretend to competition. America cannot for a continuance be supplied with Russian and German linen as cheap through England as through
Holland,

Europe.

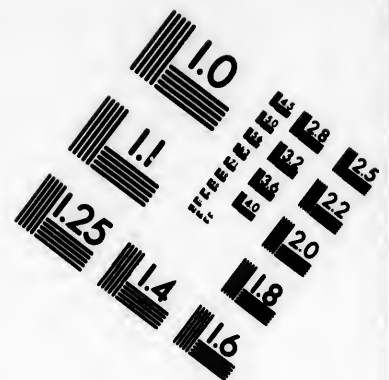
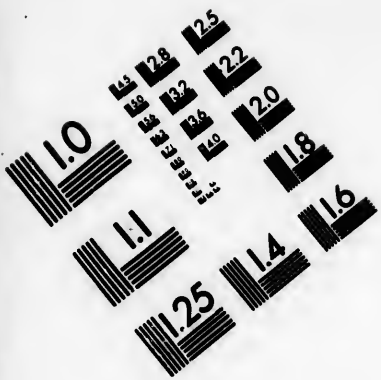
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American Imports from Europe. 39

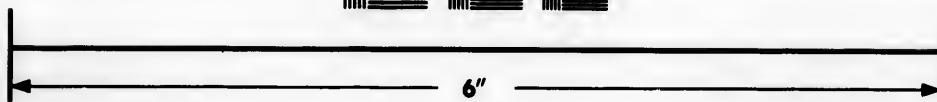
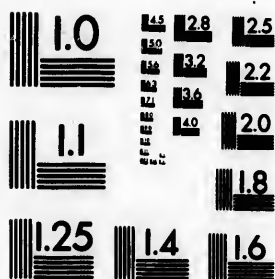
LINENS.

Holland, unless the duties and other expences here are lowered. The Russia competition will only be in sheeting and drilling, which, before the war, always formed a part of every well-assorted cargo to America. Of sheeting, 15,000 pieces were imported, in 1782, into England from Russia. If then we should not be able to command the more substantial advantages of being the manufacturers ourselves, our next object certainly ought to be that of endeavouring to secure the supply of the American market with these articles, whereby our own merchants will draw the commercial profits arising from being the importers and exporters; we should then partake of the carriage, and American shipping would have less occasion for going to other countries. But this desirable object can only be attained by our removing every expence and duty as much as possible. The British merchant should be permitted to import and store, in the public warehouses, for exportation, such linens as we cannot supply, without making a deposit of any part of the duties. The bounty granted on British and Irish linens ought to be continued, at least for some time. By withdrawing them, we might hazard the loss of this extensive branch of our manufactures; we might deprive a very numerous class of our industrious people of the immediate means of supporting themselves and their families. If the American States should be allowed





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SAIL-CLOTH.

allowed an intercourse of trade with the British West Indies, the linen manufactures of Britain and Ireland would be much hurt. The States would introduce, with lumber and provisions, the linens of any country. The linen manufactures of France are not equal to her own consumption, which calls for large quantities of linens from the Austrian Netherlands and Germany.

SAIL-CLOTH

Of every kind is imported by the American States. Russia had the advantage in Russia-duck and Raven-duck; but, when charged with the duty on importation here, they were as dear as British sail-cloth. Lately, the exportation from hence of Russia sail-cloth for America has almost ceased. Russia-duck in England is about 6s. per piece (of 36 yards) dearer than in Holland, arising from duties and other expences, which, as far as it will not interfere with our own linen manufactures, should be lowered.

In the Spring of the last year, 1783, Russia-duck was so scarce in England, that near 3l. was given for a piece that formerly sold from 35s. to 40s. This occasioned a great demand for British sail-cloth, which has a bounty of 2d. per ell on exportation. A duty of 2l. 1s. 8½d. is payable on importation of 120 ells, or 150 yards of Russia-duck or sail-cloth, no part of which is drawn

American Imports from Europe. 41

SAIL-CLOTH, &c.

drawn back upon exportation, either to any British colony, or to any other parts whatever. It is considerably wider than English:

The number of pieces of sail-cloth exported from Petersburg for five years, was as follows:

	1774	1775	1776	1777	1778
Pieces in Eng. ships	12580	6757	2659	1505	401
Do. in foreign ships	25187	28397	38660	44156	37663
Total number of pieces	36767	35154	41319	45661	38064

The law that obliged all British-built ships to have the first set of sails of British canvass, under the penalty of 50l. being now at an end, with regard to the ships of the American States, there will be competition for this article. Of late years, considerable improvements have been made in the various species of sail-cloth in Scotland, and the price is considerably reduced, in consequence of the facility with which hemp can be brought from the Baltic, and the low price of labour in the north of Scotland. It will be the interest of the Americans to take British sail-cloth while the present bounty is continued. It is said, the British sail-cloth is more apt to mildew; but that may be prevented, in a great measure, by pickling when new; it is also said, that the Russian sail-cloth is more pliable. France makes sail-cloth, but it is much dearer and inferior. Some has been made at Philadelphia, but the quantity must be trifling.

G

A bounty

A bounty is given on the export of sail-cloth to Ireland. This, though a discouragement to that manufacture there, is a small evil compared with the British law, laying a duty on Irish sail-cloth, so long as Ireland shall give a bounty on its export to any place. This law is complained of, as contrary to every compact or mutual understanding about the linen trade of Ireland; and under it, Ireland cannot give a bounty on export, while Britain can and does. Before this law, Ireland exported sail-cloth; but since that time she has gradually increased in being an importing country, as to that article.

PAPER and STATIONARY.

Writing paper is cheaper in France and in Flanders than in Great Britain or Holland; but there is very little to be met with in either of the former countries of a good quality. In Italy the very coarse kinds of paper are still much cheaper. Holland may undersell England, but the colour of the paper made in Holland, although tolerably good, yet is not equal, nor is the manufacture so perfect as in England. To that of the latter, there is a strong presumption, a preference will be given by America, from the force of habit and long custom, and that a considerable quantity of paper and stationary will continue to be sent from England. Coarse paper
for

for newspapers, &c. is made in America, but in no proportion to the demand.

L A C E S.

The importation of the better sorts of Flanders or Brussels lace, as it is called, cannot, for a long time to come, amount to any thing considerable. The most ordinary and low-priced thread lace, and the black silk lace for trimmings, are more immediately in demand in the American States. The thread laces are best in Flanders and Britain. Although black silk laces may be had on good terms at Barcelona and Marseilles, considerable quantities of the British manufacture have been imported into America, and it will and must still continue to form a part of general cargoes.

Printed Calicoes, and other printed Goods.

Next to woollens, linens and cutlery, this is one of the most considerable articles imported into the American States; and as there are now large manufactories established in the Netherlands, in France, in Switzerland, and in many other parts of Europe, the price at which those goods can be afforded in the several countries, and the credit that may be obtained for them, will determine the Americans in their purchases.

PRINTED CALLICOES, &c.

Britain and Ireland, it is thought, will have the advantage in this branch, especially in callicoes for beds and furniture in fine patterns distinguished by their beauty and neatness. The coarser sorts manufactured in Switzerland, and sent down the Rhine at an easy charge, as well as those made in the south of France and in Catalonia, from whence Spanish America is chiefly supplied, may probably be as cheap; but will not be so well liked in North America as British manufacture. The French have much improved their prints lately, but their patterns do not come up to the English. France, during the war, had great part of her white cottons for printing from England; but her intercourse with the East Indies, now opened, may enable her to supply herself. The very great number of the laborious poor, which is supported by means of the introduction, improvement, and extent of the flax and cotton branches, renders them great objects of national concern, and highly deserving the attention of the legislature, that, by proper encouragement, they may be preserved to Great Britain and Ireland.

S I L K S.

The importation of silk goods of every kind into the American States never was, at any time, equal in value to one fifth of the callicoes and printed

printed linens; nor is it probable that it will exceed in future that proportion. A small proportion only of the inhabitants of the American States can afford to wear costly silks. The men wear little, some for vests, breeches and stockings, and the women universally prefer a chintz, muslin, or callico, to a common silk. Slight silks are, however, likely to become a more general wear in America: neither France nor any other country will ever engross the whole, or even the principal part of that branch of commerce with the American States; but it will be divided between England, France, and Spain: the former must have a preference from her superior fabric. France will find a share from her fancy and invention; and Spain may come in for some share, in return for the fish and rice she receives from the American States. Black cravats, silk lace, and silk handkerchiefs of all kinds, amount to nearly as much as any one article of silk consumed in America. Great quantities of these handkerchiefs and cravats, made at Manchester and Spital-fields, and cheap, are sent thither; so are the silk handkerchiefs of Ireland, which are in repute all over Europe. There is a bounty of 3s. per pound weight on the exportation of manufactured silks from Britain and Ireland; and if that was increased so as to be made equal to the additional duty of late years laid on the importation of organized silk of Italy, it might greatly contribute

contribute to the securing to Great Britain the principal part of the trade to America for that valuable branch of manufacture. Light showy silks of every kind may go from France, but the more substantial and durable from England. A considerable quantity of the better sort of silk stockings is carried to France from this country; therefore what America wants will probably go from hence. All mixtures of silk and cotton, and silks and worsted, will come best from Manchester and Norwich. Possibly silk may hereafter be raised in America: it is said it succeeded with the French in the Illinois; but it must be a long time before it can come up to the firm quality of the Indian and China, or rival the cheapness of the Bengal silk imported in very large quantities by the English East-India Company, (for a more particular account of which, see the article Haberdashery) and it must be still at a more distant period that America can, by any means, come up to the perfection to which the European manufactures of silk are now brought. Attempts have been made to raise raw silk in America, and the climate and soil to the southward of Maryland is favourable for the cultivation of the mulberry tree. In South Carolina and Georgia, some of the descendants of the French refugees, encouraged by the high bounty, undertook the raising of silk; but a short trial satisfied them, that they could apply their labour to more advantage in raising
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rice,

SILKS.

rice, indigo, &c. The raising of this article will best succeed in countries which abound with inhabitants, where labour is cheap; but it never can answer in America for many ages.

The importation of raw silk from Ireland is prohibited: that law should be repealed; because raw silk is often found in the assortment of silk imported, unfit for any Irish manufacture; and the opening of the Turkey trade may, at times, require Ireland to take more silk in return for goods exported than she has occasion for. But such raw silks must be charged, on importation into Britain from Ireland, with the same duties as from foreign places.

Annual average of silk imported into England, from Christmas 1770 to Christmas 1775:

Raw silk, 485,434. Thrown ditto, 400,080.

Annual average of British wrought silk exported from England to foreign parts, from Christmas 1770 to Christmas 1775:

Wrought silk, 34,223. Mixed ditto, 73,630.

Annual average of British wrought silk exported from England to the West Indies and North America during the above period:

To the West Indies.

Wrought silk, 6781. Mixed ditto, 5537.

To North America.

Wrought silk, 63,595. Mixed ditto, 33,023.

SALT from EUROPE.

This article will seldom or never answer to form an entire cargo, except for the fisheries, but is profitable as ballast. American articles are bulky: those taken in return from Europe are not so. Salt will be taken indiscriminately from France, Great Britain, and wherever ships want a ballast on their return to America, and the salt is to be had. English salt is cheaper than French. Much goes from Lisbon and St. Ubes, and is best for beef. The Americans used to load annually about fourteen or sixteen vessels with pond salt at Sal Tortuga. Before the war, large quantities of salt went from Liverpool to America, and formed a considerable article of commerce, particularly to the southern provinces, where it went generally in bags of four bushels for family use, by which a considerable quantity of packing also was used.

TEA and East-India Goods.

The Dutch used to purchase in China a kind of black tea (of a quality inferior to any we import) which was purchased by the lower class of people in the northern States, on account of its being cheaper than that which came through England.

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A number of merchants in Boston, New York, and Philadelphia, were concerned in a clandestine trade, either directly from Holland, or by the way of St. Eustatia. These merchants imported low-priced teas, canvasses, and certain kinds of Russia and German linens, which, through the relaxed state of the executive powers of the British government in America, and aided by the unpopularity of the revenue laws, they found little difficulty or risk in introducing through the various harbours, creeks, and inlets, with which the northern coast of that continent abounds. The middle and southern States use, in common, a finer kind of tea; and as our India Company can afford to sell this tea on full as good, if not better, terms than the Dutch, or any nation in Europe, there is no danger of losing the American markets.

The Dutch allow no drawback on their teas; on the contrary, they are chargeable on exportation with ten stivers per hundred pounds, and also one per cent. on their value. In England, drawback of customs, at the rate of 27 l. 10 d. per cent. is allowed on all teas exported either to Ireland or America, which, on an average price of 3 s. is within a small fraction of 9 d. per lb. When America was declared independent, she of course became a foreign state, and consequently not entitled to any drawback on teas; but government wisely guarded against the mischief

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which would have happened to the East-India Company, by issuing an order of Council, permitting the drawback to be continued the same as before the war. This prudent measure will generally enable us to command the tea trade to America, in preference either to the Dutch or French market. The Dutch purchase hysons of a quality much inferior to ours*. If the smuggling of tea into Britain and Ireland could be prevented, it would not answer to any European nation to import that article directly from China.

The consumption of East-India muslins, chintzes, and other piece goods, has always been very considerable in America. The peculiar advantages of our situation in India, will enable us, if our affairs there are prudently conducted, to un-

*The Dutch are said to navigate in some respects cheaper than us; but so slow, that in the end there is no great difference. Tea (Bohea) was sold in Holland, during the Dutch war, from 22 to 36 stivres, when in England it was at 2s. 11d. and 3s. including the 27l. 10s. per cent. customs. The Revenue or Smuggling Committee reports, that the average price of Bohea tea, from 1773 to 1782, was 2s. 4d. including the 27l. 10s. per cent. customs; consequently the drawback being equal to that, the price to the exporter was 1s. 8½d. which brings it so very near the Dutch price, that it seems some other inducement for smuggling into America from Holland must have existed, besides difference of price and quality.

derfell any other country in these articles. Pepper is the greatest object in the spice trade, and this can be had on the best terms from us; but the other spices we cannot at present expect to furnish to as great advantage as Holland: however, the value of these articles consumed in America is not great. The average quantity of cinnamon annually imported there before the war, amounted to about 1120lb; of cloves 700lb; of nutmegs 3130lb; of mace 520lb. China earthen ware is brought to Europe merely as ballast to raise the teas above the danger of being wet; and whilst we continue to be the greatest importers of the latter, we shall always be able to send the former to America on the best terms. The average export of East-India goods to America for four years, from 1767 to 1770, amounted to the sum of 211,581l. 15s. 6d.

Salt-petre and Gunpowder,

Will be imported cheaper than it can be made in America: from whence cheapest, remains to be decided. East-India salt-petre is by far the best. The attempts to make it in America failed, the gunpowder was extremely weak and unfit for war—The Americans, to deceive their people, frequently filled powder barrels with black sand, &c. and carried them with their artillery. The manufacture of salt-petre was continued for some

time, solely at the request of the Congress, merely with a view of making the people believe they could be supplied with gunpowder independent of any assistance from Europe; but as soon as we began to relax in blockading the coast of America, through the interruption we met with from France, and the demand for our cruizers on other services, the salt-petre works were chiefly dropped. There was no manufacture of gunpowder in America before the rebellion; and both salt-petre and gunpowder were considerable articles of exportation to that country. Salt-petre is used in every family for curing meat; but the American salt-petre was found to contain a corrosive quality extremely prejudicial.

L A W N S.

The consumption of this article is greater than that of cambric; and it is a question, whether coarse kinds of it can be had on better terms in Flanders, France, or Britain. Large quantities are made at St. Quintin, and in that part of the continent, and also in Scotland; but the finer kinds are run into England from France and Flanders. In America, fine long lawns were substituted where cambrics could not be had.

T H R E A D.

Great quantities are made in Scotland, Ireland, and England; but there will be a competition

with Flanders. The improvements lately made in the manufacture of threads of all kinds, particularly in Scotland, must probably secure to Great Britain the greatest part of the demand for this article. During the war, considerable quantities went from Britain to Holland and France, to be from thence shipped to America.

H E M P,

Although an article of exportation from America, she does not raise a fiftieth part of her consumption. She formerly got it through England and Holland, from the Baltic; but America has little to send to the Baltic, and a cargo for America could not easily be made up there. The soil of the settled colonies was not in general rich enough for hemp; it failed at least from different circumstances; frosts came on too soon in some parts. The bounties given on the exportation of hemp from America to Britain, had not produced any great effect. Previous to the revolt, 226 tons 2 cwt. 2 qrs. 9lb. were exported to Britain in one year at 30l. per ton, amounting to 6783l. 17s. 5d. sterling. The report of the Governor of South Carolina, in the year 1765, says, the provincial bounty has been paid for 105,000 cwt. of hemp; which not being yet the best, is consumed here, or sent to Philadelphia and

WINE.

and Boston; but he hopes the next summer will produce some that will receive the parliamentary bounty. This shews the American hemp was of an inferior kind, and explains the reason why the European cordage was preferred. America may, in due time, grow sufficient for her own consumption. Between the Ohio and the Mississippi, it is said, there are many thousand acres of native hemp; but not so good as that planted and cultivated. Labour, however, is so much cheaper in Russia, that hemp may be sent to America cheaper than it can be raised and dressed there, and cordage also.

Articles which cannot be supplied by Great Britain to Advantage.

W I N E.

The wines consumed in America are Madeira, (generally an inferior sort called New-York wine, or rather Teneriffe wine, under the name of Madeira) Lisbon, Fayal, and some sherry. These have hitherto composed nineteen twentieths of the whole ever consumed in the American States. The quantity of port and claret has been comparatively inconsiderable. The Americans may now import wines directly from the countries which produce them, and will perhaps use more French wines than they did. They could not
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heretofore get them cheap through Britain, because they left a great part of the duties undrawn back; and wines will be run cheaper through the American States, both to the West Indies and Canada, &c. unless all the duties are drawn back on re-exportation from hence. At present, all wines, except from the Azores, must be brought and landed in England for payment of a heavy duty, of which 3*l.* 10*s.* per ton is retained on re-exportation. — This, with the great additional charge of freight, insurance and leakage, will operate as a prohibition, and the carrying of that article will be lost to this country, if not immediately remedied. Wine from Madeira, Fayal, &c. is subject to a duty of 7*l.* per ton, which on Madeira wine, amounts to 101. per cent. but owing to the cheapness of Fayal wine, the same duty amounts to 50 per cent. which should now be altered or taken off, otherwise our remaining colonies will be on a worse footing than the American States, and would be supplied through them, who of course would be the carriers of that article*.

There

* Attempts to make wine in America have hitherto failed. Some have imputed it partly to the luxuriancy of the vegetation, and partly to the sudden showers to which the southern and middle Colonies are subject, and a hot sun which is apt immediately after to beam out at the season when the grapes are beginning to ripen, whereby

BRANDIES.

There has never been any great consumption of brandy in the American States, nor will there be,

so

whereby they generally burst, and soon decay on the vine. But others say the trials have not been fair; that there have been no attempts to plant vineyards, and to make wines, except by private gentlemen for their own consumption; and that it is not owing either to the rains or heats, that wines are not made for sale in America, because neither rain nor heat are more prevalent in many of the provinces than they are in the wine countries; and the reason why the people have not attempted to make vineyards is, because the ground with easy cultivation produces an immediate profit, and it takes six or seven years to bring a vineyard to yield any considerable profit. Above 30 years ago, a provincial act passed in South Carolina, by which a bounty of 60l. proclamation money, was to be given to any body that should produce a pipe of sound merchantable wine, made from vines of the growth of the colony. In consequence thereof, a man of the name of Thorpe, did receive the bounty for three pipes; his vineyard was within thirty miles of Charles-Town, and was under the care of a certain Portuguese whom he had procured for that purpose; but he dying, his executors converted the land to other uses. A second experiment has since been made at a place near the Long Canes, about two hundred miles from Charles-Town, and some of the wine

so long as good West-India rum can be had from 1s. 3d. to 2s. per gallon, which was the case, and the people preferred it; but the importation of brandy will be from France and Spain. The northern Colonies will hardly encourage it, as it would interfere with their distilleries of molasses received in return for their supplies to the French islands. Spanish Brandies are not so good in quality, but are generally considerably cheaper than the French; and for this reason very large quantities have been known to go some years to France, after a succession of short vintages, even to the extent of 10, 15, and 20,000 pipes, including what was sent to Dunkirk and other parts of Flanders, for the use of English smugglers: but when the vintage is plentiful in France, the quantity wanted from Spain is small, and some years scarce any. There is not more brandy made in

wine sent hither was not good. The hills in the Cherokee country, it was believed, would produce good wine; but while the Indians remain possessed of that territory, a trial will be impracticable. The grapes of the most parts of Europe grow with very easy management, in the middle Colonies; good wines have been made near Philadelphia of the native grape. Perhaps, to ingraft the European on the native grape might answer. But if making a little wine by private gentlemen, is the only proof that America will be a wine country, England might pretend to the same.

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Portugal

SWEET OIL, RAISINS, &c.

Portugal than is necessary for the consumption of the country, and to mix with her wines. Some brandies are made in America from peaches, but it is scarce; some is made from apples and malt: some Germans settled at the Congarees, about 100 miles from Charles-Town, made brandy from barley, of great strength, and not ill flavoured; but, in general, even New-England rum is preferred to American brandies.

G E N E V A.

This article is in less demand than brandy, and will be imported from Holland: it may soon be made in America, being distilled from rye. Reduced lands, that no longer will bear wheat or Indian corn, will bear that grain. Gin of considerable estimation is made at Maidstone in Kent, but as yet not in sufficient quantity for exportation.

Sweet Oil, Raisins, Figs, Olives, and other Fruits.

The importation, which is not of a capital amount, will, for the most part, be made from Spain and Portugal, from whence and Italy, they were chiefly smuggled before the war.

C A M B R I C S.

C A M B R I C S.

The consumption of this article in the American States is not to a considerable amount: it will probably increase very much when it can be got cheaper than heretofore, and it may be had on the best terms from France and Flanders.

The imports having been thus enumerated and considered, it is of importance to attend to the exports from America to Europe, by which the Americans are to pay for the goods imported. They consist of the following:

The produce of the Whale and Cod Fisheries, viz. Whale Oil, Bone, Fins, and Salted Fish.

Whale oil, bone, and fins, being enumerated articles, could only be sent from the American Colonies to Great Britain, or some other part of the British dominions. If permitted to be received from the American States on the same terms as formerly, we shall encourage a foreign manufacture to the prejudice of one of our own most essential branches of trade. This fishery can be carried on to more advantage from Nova Scotia*, St. John's, Canada, and Newfoundland, than from any other place, particularly to Hudson's Bay, and Davis's Straits, where the Americans, before the war broke out, caught a great number of fish which yielded oil and bone. Within the gulph of St. Lawrence, the sea-cow and porpoise fisheries have produced a very confi-

* Above 100 shallops were on the stocks at one time, the last winter, at Port Roway.

derable quantity of oil for some years past. The whale fishery on the American coast was so much exhausted * before the rebellion, that the New Englanders went to the coasts of Africa and Brazil, the Falkland Islands, the Western Islands, and the coast of Ireland; the oil was carried to America, and nearly the whole sent to the British markets. The quantity of oil exported to Great Britain alone, on an average of three years, ending with 1770, from North America, including our remaining colonies, was 4862 tons, at 15l. per ton in America, 72,930l. and at the place of sale at 21l. per ton, 102,102l. It is obvious that this trade can be carried on to greater advantage to the above-mentioned places from Britain and Ireland than from America, as a double voyage would be avoided. The whale fisheries requiring nothing but what our own trade supplies, it will be the greatest absurdity to allow any foreigners to introduce whale oil, bone, or fins; it would be a great check to our navigation, and no monopoly is more necessary for the benefit of our shipping *. American oil and whale fins should
surely

* It is said the whales are again in greater plenty on that coast.

* Our Newfoundland fishery is already essentially benefited by the Americans having lost our market. There usually

WHALE AND COD FISHERIES.

surely pay the same duty as Dutch; no reason can possibly be assigned against it. The New Englanders have no market of consequence for their oil and fins but Britain; that essential branch may be acquired by us. The Nantucket men gained from 100,000l. to 180,000l. per annum by the whale fishery. The Dutch and Flemings have taken in one year, from one house in London, between 4 and 500 tons of oil. Two hundred tons have been sent from one house through them to France. We can continue to supply these markets cheaper than the Americans, for the reasons above given.

The American cod fishery is an object of great importance both to the commerce and to the marine of Great Britain. This subject comprehends three distinct objects: 1st, The people employed in taking and curing the fish, may, with great propriety, be considered as so many manufacturers, who

usually went from the port of London on the whale fishery, from eighteen to twenty-five sail of ships annually. This year (1784) on account of the high duty which falls on whale oil imported from the American States, about seventy are sailed from the port of London alone, and there is an extraordinary increase of vessels from all the out-ports. If any free port is established, American oil will be smuggled into such port, and transported from thence to all the British West Indies, as well as to this country, to the ruin of our rising whale fishery.

bring

WHALE AND COD FISHERIES.

bring forward a certain commodity or manufacture, which, when perfected, becomes a valuable article of export. 2dly, This trade is certainly a great commercial object, as it gives freight to upwards of 200 sail of vessels directly to Europe, chiefly to Spain, Portugal, and Italy; for neither England, France, nor the northern kingdoms of Europe, take any quantity of the American fish; and 3dly, The Newfoundland fishery is, without doubt, the most extensive nursery for seamen, and those of the very best sort. Fisheries, coasting trade, and northern voyages, produce hardy and intrepid seamen; African and Indian voyages destroy many, and debilitate more. In all the fishing vessels from the West of England, Ireland, the islands of Guernsey and Jersey*, beside the ordinary complement of mariners, there are a number of apprentices and hired servants employed in taking and curing the fish. These apprentices and servants likewise take their tour of the ordinary duty of the ship, whereby they soon become tolerable seamen. Besides the large vessels, there are upwards of 2000 boats or

* The islands of Jersey and Guernsey send a considerable number of fishing vessels to Newfoundland, and before the war carried on a large trade to the eastern part of Nova Scotia, and are now engaged in the same part, viz. Canso.

shallops

bring

WHALE AND COD FISHERIES.

shallops* employed in catching fish on the banks of Newfoundland, the gulph of St. Lawrence, Nova Scotia, &c. These small vessels seldom go any distance from the land; they chiefly fish along shore, and on the adjacent banks. In each of them is also a number of apprentices and hired servants, a part of whose time is employed on shore in erecting stages, and in drying and curing the fish. In the year 1772, the number of persons employed in the fisheries of Newfoundland and our remaining colonies, amounted to about 25,000, including boys*, which are more than double the number that were employed in the trade of the American States, and this is exclusive of the seamen employed in the other branches of trade in Canada and Nova Scotia. From this nursery, upon the breaking out of a war, our navy has seldom failed of receiving a large and seasonable supply of men, who, by a little attention of the officers, soon became acquainted with the duty of large ships.

* A shallop is from ten to twenty tons, and has sails fashioned like the luggers in England.

† Much the greater part go from Britain and Ireland every year; about 5000 remain in the country during the winter.

To

American Exports to Europe.

65

WHALE AND COD FISHERIES.

Fish dried and pickled exported from Newfoundland, Canada, and Nova Scotia, on an average of three years, ending 1773.

To Great Britain and Ireland.	To the south of Europe.	To British and foreign W. Indies.	Total.
Quintals. 23,350	Quintals. 510,683	Quintals. 29,200	Quintals. 563,234
Barrels. 360	Barrels. 633	Barrels. 551	Barrels. 1544

From the late Colonies, now the American States, on an average of the same period.

To Great Britain and Ireland.	To the south of Europe.	To British and foreign W. Indies.	Total.
Quintals. 706	Quintals. 102,601	Quintals. 241,987	Quintals. 345,294
Barrels. 7	Barrels. 300	Barrels. 36,136	Barrels. 36,446

On an average of the same period 66,620 quintals of dried fish, and 6280 barrels of pickled, purchased at Newfoundland and Nova Scotia by the New Englanders, (in exchange for some articles of provisions, New-England rum, fugar, molasses, &c.) should be deducted from the former, and added to the fishery of the latter, to know the exact state of those fisheries, which will make our fishery above 620,000 quintals, and reduce that of the American States to about 285,000 quintals, exclusive of the reduction in the number of barrels

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of

WHALE AND COD FISHERIES.

of pickled fish. The quantity of fish exported from Newfoundland and Nova Scotia to the southern States, and consumed there, might have been added. The annual consumption of dried and pickled fish in the British West Indies, on an average of the same years, was 161,001 quintals, and 16,144 barrels.

The fishery of the American States will succeed in proportion to the neglect or encouragement of our own fisheries. They will have a considerable share of the supply of the foreign West-India islands. The part which went to the British West-India islands, will now be gained to our own fisheries.

The proceeds of the fish sent in British and American shipping to the European market, amounted, including freight, to about 600,000l.* almost the whole of which was remitted to Great Britain, except only that part which was expended in the purchase of the considerable cargoes which were constantly smuggled into New-England, contrary to the prohibitions of the acts of Navigation. The value of the fish exported to the British and foreign West Indies, including freight, amounted to upwards of 250,000l. It

* In the last edition, the average was taken from the years 1753, 1769, and 1770; but now it is taken from the three following years.

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American Exports to Europe. 67

WHALE AND COD FISHERIES.

ought to be observed, that the fish for the West Indies was not sent, as it was to Europe, in entire cargoes, but in parcels, along with an assortment of other provisions, lumber, &c.

Besides the advantage in neighbourhood to the fisheries, which the American States had over the shipping from Europe, they also had, by being possessed of the greater share of the carrying-trade of America to and from the West Indies, a profitable and constant employment for their fishing vessels during the winter, whilst our ships were laid up for four or five months in that season in the ports of Dartmouth, Poole, &c. Nova Scotia, and * the island of St. John †, especially when

* The coast round the island of St. John, in the gulph of St. Lawrence, abounds with every sort of fish. The soil of the island is excellent in many parts, and capable of great improvement; and, in the present state of things, is an object highly interesting to government. No country will afford better pasture for cattle, and provisions of all kinds may be raised in great abundance. There is a sea-cow fishery at the Magdalene islands in the vicinity of the coast, which, if carried on, would turn to good account. This island abounds with fine harbours for merchant ships; and there are three very good harbours for ships of war in summer. As to population, it increased, during the four years immediately subsequent to its separation from Nova Scotia, as a government, from about 200 to near 3000 inhabitants. The fishery here may be easily protected in time of

WHALE AND COD FISHERIES.

when they are in a more advanced state of settlement † than they are at present, will fish more advantageously than the American States, being nearer, and consequently at much less expence, and can take advantage of the first of the season. They will soon be able to supply our West-India islands amply with fish, provisions, and lumber; and by our preventing the States from participating in the carrying trade, the fishery will be greatly promoted, as the vessels belonging to our own colonies, employed in that branch, will reap the benefit which formerly gave the people of New England so great an advantage, viz. constant employment during the winter for their fishing vessels.

war. The fishing grounds are more free from fogs, and there is clear weather on shore for curing their fish. A reunion of this province with Nova Scotia has been mentioned; it seems by no means adviseable; it would be very harsh to make it depend on Halifax in matters of jurisprudence. No places are so fit for commanding the gulph of St. Lawrence as this island and Cape Breton.

† Even Canada, on an average of three years, ending 1774, exported 34,928 quintals of dried fish, and 782 barrels of pickled fish.

‡ The inhabitants of Nova Scotia, within the course of a year, have increased from 12 or 14,000 to 50,000.

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WHALE AND COD FISHERIES.

There are many places on the coasts of Nova Scotia * and Canada, particularly in the bay of Chaleur and Gaspay, where, at certain seasons, large quantities of cod are taken in the ports, and the salmon fishery in that province, and in the

* It will not be easy to find, in any treaty that ever was made, a stipulation equal to the following; it is part of the 3d article of the Provisional Articles: "The American fishermen shall have liberty to dry and cure fish in any of the unsettled bays, harbours, and creeks of Nova Scotia, Magdalene islands, and Labradore, so long as the same shall remain unsettled." It does not appear what purpose it could answer, but to give up every advantage, or to embroil us hereafter. But most fortunately an unexpectedly rapid population will enable government to declare Nova Scotia, at least, settled. Every creek has now some inhabitants, and our ships of war should have orders accordingly. France did not intend the American States should have a share of the Newfoundland fishery, which, it is said, coming to the knowledge of the American Commissioners, they immediately, and without the knowledge of the French ministers, and contrary to orders from Congress, suddenly signed the Provisional Articles with our negociator, who, (ignorant of the above circumstance, although known to many at Paris) had *explained* that he was ready to sign on any terms, and readily give up the Newfoundland fishery. France also intended Spain should have had East Louisiana. Our negociator, with great liberality, gave up that country, which had been conquered from us; but it has not yet appeared that Spain is willing to relinquish her right.

gulph

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WHALE AND COD FISHERIES.

gulph of St. Lawrence, on the Canada, Labradore *, and Nova Scotia shores, is unquestionably the best in the world. The colonies were accustomed, long before the war, to carry on a very extensive fishery at Louisbourg, and other parts of Nova Scotia, particularly at Spanish River and Canso. From the Massachusetts only, near, if not quite, one hundred sail of vessels, from 40 to 60 tons, were employed in this business. The custom was to fit out, early in the spring, with provisions and other stores, sufficient to last the summer, and in the autumn; when the fishing season was over, they returned to their homes, with from six to 800 quintals of fish fit for market, and about one ton of oil for each vessel.

In the year 1763, about eighty or ninety sloops were employed from New England in the whale fishery, carrying thirteen men each; just before the war, they increased to one hundred and sixty sail. The cod fishery, in 1763, employed about two hundred and fifty schooners, carrying each nine men, which were increased before the war to more than three hundred sail. About forty sail, employed in the mackerel fishery in the year 1763, were increased to one hundred sail, carrying from five to seven men. The whale vessels

* The principal trade to the coast of Labradore was from the old Colonies: so much of the produce of that trade as was not consumed in the old Colonies was exported to Great Britain.

SPERMACETI CANDLES.

were from sixty to eighty tons, cod vessels from forty to seventy tons, and mackerel vessels from twenty to forty.

It should never be the policy of England to give a particular encouragement to sedentary fisheries at the distance of 3000 miles, as they interfere so much with the fisheries carried on from the coasts of Great Britain and Ireland. Experience has shewn, that during our wars we never could procure any American sailors from the great nursery of their fishery, partly indeed from the bad policy of protecting from the press, by act of parliament, the American sailors, thereby exempting them from the public service. Thus the American enjoys all the advantages, while our fishermen are subject to every inconvenience and burthen.

SPERMACETI CANDLES.

A considerable export from the northern Colonies to several countries, particularly to the British and foreign West-India islands; but if the whale fisheries to the Western Islands, Africa, Brasil, Faulkland's Island, &c. are properly encouraged, this article would be manufactured here cheaper and better than in the American States, and we should undersell them even in the West Indies. It is evident, that much more spermaceti has been imported here than the trifling amount of duty, viz. 38l. 6s. 4d. (which appears in the Custom-house books of last year) conveys an
idea

were

SPERMACETI CANDLES.

idea of ; it will be inquired, whence have the manufactures of candles, in different parts of the kingdom, been supplied with this article ; that at Hull, in particular, furnishing in one year more spermaceti candles for home consumption, than the whole of this article entered for three years could have supplied. The truth is, that in all importations of white oil from Newfoundland, or from any other of the late colonies in America, there is a mixture of spermaceti. Spermaceti being rated as a drug, pays a high duty of 17l. 12s. per ton, when imported from the Colonies, which amounts almost to a prohibition, and seems to be intended as such ; and as it requires the greatest care and attention to ascertain the quantity in each butt or cask of oil, which can be done only by drawing samples with a proper instrument for that purpose, this care and ceremony, it is apprehended, is but too often dispensed with, and the whole passed as oil, notwithstanding considerable quantities of spermaceti are therein, which are afterwards sold to the manufactories, though only the oil duty has been paid.

Spermaceti candles exported on an average of three years, viz. 1768, 1769, and 1770, 315,725 lbs. at 1s. 3d. £. 19,732 16s.

Of which, to Great Britain	-	-	1792 lbs.
To Ireland	-	-	566
To south parts of Europe	-	-	17,180
To British and foreign West Indies	-	-	270,262
To Africa	-	-	5823

W H E A T

WHEAT and FLOUR.

These articles have been of far greater value in the American exportations than the produce of the fisheries, as appears in the Tables of the Appendix; but, excepting the instance of three or four years, there never was any market in Europe for the wheat and wheat flour of America, except in Spain and Portugal, and the ports of the Mediterranean*. Before the war, the wheat of Canada began to be in great demand in Barcelona, and other parts of Spain. It keeps much better on the passage, and in a hot climate, unmanufactured, than in the state of flour †. The Spaniards and Portuguese gave it the preference on that account, as well as from the advantage they derived from being the manufacturers themselves; it may, however, be the interest of the Canadians to give every encouragement to the erecting of corn mills in their own country, for the sake of supplying the West Indies, the fisheries, &c. Portugal and Spanish wines were taken in return, and seemed to be preferred in Canada;

* Great quantities of wheat and other grain are imported into Lisbon from Sicily, Sardinia and France.

† The Free and Candid Review quotes this passage thus: "The noble author acknowledges, that Canadian flour will not keep at sea, nor in the air of the West Indies." The Free and Candid author is equally honest in all his quotations.

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WHEAT

WHEAT AND FLOUR.

near 500 tons were annually imported, and between eight and nine tons of Madeira. There was no winter wheat in Canada previous to 1763. In 1774, vast quantities of both that and summer wheat were exported, near 500,000 bushels, with which above 100 vessels were loaded for Europe, besides what was sent in flour and biscuit to the West Indies and fisheries, and 100,000 bushels were left in hand for want of ships to export them*. In five or six years, three or 400 sail might be employed from Canada in this and other branches. Our West-India islands will be under no necessity of drawing supplies from the American States, and the importation of their wheat flour should be prohibited, when the British islands and our remaining colonies can supply this article †. The merchants of Philadelphia, the capital of the corn country, sent ships to Quebec to load with wheat, from thence to Europe: on an average of three years, ending 1774, 325,444 bushels of wheat, and 4831 barrels of flour, were exported from Quebec; also 4968 bushels of oats, and 4753 bushels of peas. Canada can supply the Newfoundland fisheries with

* On an average of three years, ending 1774, 130 vessels were cleared from Quebec, amounting to 9914 tons.

† For the quantity of flour consumed in the British West Indies, and for other particulars, see the article flour and bread; under the exports from North America into the West Indies.

WHEAT AND FLOUR.

flour and biscuit. France will not allow, except in times of extraordinary scarcity, the American States to supply her fisheries in North America, or her West-India islands, with those articles. French fishing ships, going out, have nothing else to carry, except implements for fishery, and salt. There has been a great contest between the minister of France, and the French merchants, &c. The latter insisted, that the American States should not be permitted to carry flour to their West-India islands, and gained their point. The policy is obviously good. It is absurd in any mother country to allow strangers to supply their colonies, when every market possible should be opened that can encourage agriculture. England should use the same policy as France to encourage her agriculture, especially as Canada, Nova Scotia, and the American States, are likely to have most of the corn trade which England had. In war time, the importation of flour from America has usually been allowed into the French islands; but in peace, it is prohibited both in the Dutch and French settlements, those nations knowing the advantage of supplying and carrying it themselves. A foreign vessel, having ten barrels of flour in any of their ports, would be confiscated.

Wheat is not the best staple for the American States to depend on; because, in general, the demand in Europe is uncertain. France and Britain

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WHEAT AND FLOUR.

will only take it when there is a scarcity, and the American States will find other competitors, besides Canada and Nova Scotia, in the ports of Spain and Portugal. The speculations in grain ruined more traders in America, than every other branch of business there. The American vessel sometimes made its voyage to Spain or Portugal before ours, from London or the East coast, got out of the Channel; but vessels may go from our South coast in a fortnight. The passage from America is about five or six weeks; freight nearly the same from America or London to Spain or Portugal. The American States, however, were more than competitors with us for the wheat trade; they had for some years engrossed nearly the whole of what we had, and it has been computed, upon an average of five years, they had received from Spain and Portugal upwards of 320,000*l.* per annum for that grain. It is a fortunate circumstance, arising from the independence of America, that the British isles may regain, in a considerable degree, the supply of our West-India islands with bread and flour. The average crop of wheat in America is from fifteen to eighteen bushels per acre; weight per bushel, from fifty-eight to sixty-three pounds; fifty-eight pounds are the merchantable weight; average price per bushel, 3*s.* sterling. The weevil has been extremely destructive to wheat in America, and in some provinces nearly destroyed the crop.

The

The quantity of wheat annually exported from America, on an average of three years, viz. 1768, 1769, 1770, amounted to 810,460 bushels, of which Great Britain took 53,768 bushels.

The quantity of flour and biscuit annually exported in the above time, amounted, on an average, to 36,830 tons, of which were imported into Great Britain, 2077 tons.

But a very small proportion of the above was exported in the state of bread, that is, biscuit.

*PIPE STAVES and LUMBER
in general.*

This was a considerable article to Spain and to Portugal, and to some other parts of Europe, as also to Madeira, and the other wine islands and countries. Timber for these purposes is to be found in Canada * and Nova Scotia, and the forests in those countries have been hitherto almost untouched: they will afford, for a long time to come, a most plentiful supply, whilst timber has already become scarce in most of the American States.

The lumber of the southern Colonies is preferred for some articles, and is sold 20 per cent. dearer; it is mostly for building. It was customary

* All the lumber of the country of Vermont round Lake Champlain, and even as high as South-Bay and Skenesborough, must go from Quebec. The quantity in those parts is inexhaustible.

NAVAL STORES.

mary for all ships in the tobacco trade, to dennage with barrel and hoghead staves, and to stow as many as possible among the hogheads. These were sold for the use of the herring fisheries, and for rum puncheons for the West Indies, which were made in Great Britain during the war, and sent out filled with different articles from hence.

Passamaquaddy and St. John's river, in Nova Scotia, are well furnished with white oak fit for staves. The lumber trade has not yet been well established in that province; only a small capital is necessary for it; it may require a little time, but there can be no doubt of success. The quantities of lumber and staves sent to all parts, may be seen in the Tables of the Appendix.

*NAVAL STORES, viz. Tar, Pitch,
and Turpentine,*

Being enumerated articles, could only be exported to Great Britain or the British settlements, and were chiefly sent from North Carolina.

The quantity of these articles annually exported, on an average of three years, viz. 1768, 1769, and 1770, was as follows :

	Barrels.	s.	d.	£.	s.	d.
Pitch - -	20,696	at 7	6	7,768	10	0
Tar - -	82,366	at 6	0	29,709	16	0
Turpentine	28,111	at 8	0	11,244	8	0

The

The above are the prices at the port of exportation.

It does not yet appear, that these commodities can be made to advantage, or in sufficient quantities for exportation, but in the southern provinces, where the sandy, poor soil towards the sea, produces the pine in great plenty, from whence turpentine and tar are extracted. This pine chiefly abounds in North Carolina, and is found from the southern Cape of Virginia, to Cape Florida, from fifty to one hundred miles in depth along the coast. It is not found in forests, or in quantities, north of Virginia. It is known in Britain by the name of Pineaster. All pines contain some turpentine, and tar may be got from all sorts of that tree, but not plentifully; the Scotch and stone pine are generally excepted. It is extracted even from the branches of the yellow pine; the tree itself being too valuable to be turned to such a purpose.

Tar and turpentine, before the war, proved considerable articles of commerce, and assisted by the bounty, employed a number of ships. These articles, in one point of view, may be considered as raw materials for two considerable manufactures, carried on before the year 1776, at Hull, for inland consumption and exportation, to a great extent, and very advantageously for the country. Tar was manufactured into pitch, and
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NAVAL STORES.

considerable quantities were exported to the Mediterranean and southern countries; by means of the bounty we undersold the northern countries. Turpentine was made into oil and spirit of turpentine; an article of considerable consequence in commerce, and of which there is a great consumption in preparing painters' colours, varnishes, &c.

From eighteen to twenty thousand barrels of tar were imported annually into Hull from America. That town was afterwards supplied from Archangel and the Baltick; the quantity, however, much diminished; the export to the Mediterranean was lost. Before the war, with the help of the bounty, American tar could be afforded at 11s. per barrel. The price to the consumer rose to 35s. on the breaking out of the war. The bounty on tar was near the first price, viz. 5s. 6d. and by advantage of the exchange, equal to 5s. 9d. Before the American revolt, Russia tar was wholly made in the neighbourhood of Archangel, and was almost entirely bought up by the Dutch; it might be put on board from 5s. 6d. to near 6s. sterling per barrel. The freight amounts to full as much as from North Carolina. The navigation is more dangerous, and upon account of the ice and storms of the northern seas, there are only a few months in the summer, while the days are long, that the trade is open. The Americans are not confined to the summer season in their trade from

NAVAL STORES.

the southern States, and therefore navigate cheaper. The price of Swedish tar is still higher than that from Archangel; and it was only during the American war, that the superadded demand from Great Britain, and the greater general consumption in war, raised the price of tar in Russia and Sweden, which occasioned it to be made in many parts of those countries where it had not been made before, and in much greater quantities in other parts. The war being over, the people of Carolina will be able to return to the making of tar in large quantities; and if they can put it free on board at 5s. per barrel, they may still have the advantage of the British market for much the greater part of our consumption of this article. It is apprehended the Dutch may also go to Carolina for tar, and by increasing the demand, advance the price. But naval stores are now admitted into our ports from the American States, on the same terms as from our own Colonies*; and the duty of

* But a distinction should have been made. The aliens' duty should have fallen on these articles when imported in American bottoms, as is the case with all other nations, and none if imported in British; and farther to encourage our carrying trade, less drawback should be allowed on articles carried in American shipping. There is a duty of 11s. per ton more on iron brought from the Baltic in foreign ships, than in British built, and of 1s. 9½d. more, making in the

NAVAL STORES.

of 12s. the last (of twelve barrels) on pitch or tar, from all other places, except the British dominions, will act as a bounty in favour of this article from the American States. No other bounty, therefore, seems necessary. If the American tar is of an inferior quality, it is not reasonable a bounty should be allowed on it, except from dependent colonies. If it were of a superior quality, for the sake of securing a monopoly to ourselves, it might be reasonable to give a bounty. The best reason for encouraging a trade with the American States for these articles, is, that our merchants would procure them in barter for the manufactures of this country. This is a great national advantage; but tar being now a staple article from Russia and Sweden, those countries may consider a bounty given to an independent state, as a great disadvantage to their subjects; they might, perhaps, in return give other nations an advantage over us in exporting from their dominions, hemp, flax, and iron, which are articles we cannot be well supplied with from other countries, and now employ a very great number of British ships, our trade to Russia being almost entirely conducted in British bottoms, and chiefly so to Sweden. The possibility that tar may be supplied by the Loyalists lately settled in Nova Scotia, and from Canada, is also an objection

whole 12s 10 $\frac{1}{2}$ d. when imported in such shipping by foreigners.

to

to the extending the bounty on it, when coming from the American States. Bounties open channels to frauds. It was good policy to encourage naval stores from different parts, lest a quarrel with the only country from which we had them should distress us in war. When the bounty was first granted, Sweden alone supplied us with those articles; but now Denmark, Russia, and the Baltic in general supply great quantities.

The question, as to the superior quality of the Baltic tar over the American, seems not perfectly decided. Some ropemakers have preferred the former, on account of its being thinner, and more easily imbibed by the cordage, and that it is not of so hot a nature as the American, and consequently that the cordage is more durable; but others now declare, that the American tar was full as good for their use as any European, and being thicker, it is preferred for making pitch, and for sheep tar, and will always sell higher for that purpose.

France principally rivalled America in the article of turpentine; and the duties being much higher upon French or foreign turpentine, a very sufficient preference is given to the American States. We have chiefly to apprehend that it will bear too high a price in America, which, however, depends on its being made sparingly, or in large quantities there. A bounty here would not lower the price in America.

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On the interruption of the American trade and the war with France, the price became enormous. Large quantities of turpentine were sent to Britain from Hamburgh as the growth of Germany, but through the activity and intelligence of Mr. Kerr, who acted then as collector of Hull, the fraud was detected; and during the remainder of the war, many thousand hogsheads of French turpentine, imported from Hamburgh, paid 11s. 2d. as not coming directly from the place of its growth, (which was prevented by the war) instead of 1s. 11d. per hundred weight. There is no turpentine made in Germany, except a small quantity in the distant province of Thuringia, which was so inconsiderable, it did not get out of the country. There had been attempts formerly to get turpentine from Russia and Sweden; but the samples sent were of so very little value, and such as they were, only to be procured in very small quantities, we were led to conclude that Russia, and other northern countries, were unfavourable to the production of valuable turpentine, and that it required a southern climate; but through the spirited endeavours of a merchant of Hull, 700 barrels of turpentine were imported within a few months past, into that place, from Archangel. It came to his knowledge, that the Russians were altogether unacquainted with the method of drawing turpentine from the pine tree; that

NAVAL STORES.

that the specimens which they had sent, were what had oozed through the bark, and had been scraped off from the sides of the tree on the outside of the bark. It was evident to him, that turpentine so obtained could neither be of good quality, nor in quantity; but he was convinced, that by following a regular process, as practised in the countries where it was produced, it must be got in abundance, and of good quality. He therefore sent a person to Archangel to instruct the Russians in the method practised in America. Notwithstanding the process is very easy, there was a great deal of trouble in bringing the Russians to set properly about it; but our enterprising merchant, to encourage them, advanced the money for the article before it was made. It was in the year 1780 or 1781, the Russians first began this business; the 700 barrels above mentioned is the first quantity they have been able to export; an equal quantity was left behind through accident. But the Russians being now so far initiated into this business as to produce 1400 barrels of turpentine in one season, from a forest in a neighbouring district to Archangel, and having now found the value of the article, they will continue every year to produce it in much larger quantities, and it will also spread to other parts of that extensive country, which so greatly abounds with forests of pine trees. The Archangel turpentine is, in appearance, more like the American than

NAVAL STORES.

the French, but somewhat inferior in quality, very little of it in a fluid state, in general more or less hard; when it becomes hard, the most volatile parts have escaped, it yields less spirit, and is therefore of considerably less value; but as the Russians become better acquainted with making turpentine, and in greater quantities, it will be better in quality, and may be afforded at a lower price. This discovery would have been extremely profitable to the merchant, if the war had continued. The turpentine, with all charges delivered in the warehouses here, did not cost more than 12s. per cwt. which is a low price as the market now stands. Russia will, no doubt, reap advantage from this speculation, and probably will much interfere with the American States in this article of commerce. The productions of the former country not being very valuable, and the price of labour low, this will perhaps be as beneficial an article as any that country has.

It is now apparent, that common turpentine is produced from trees growing in the neighbourhood of Archangel, in the latitude of 64 degrees north, and as we know it is abundantly procured in the southern climates, it is evident, that wherever the pine trees grow in abundance, there the common turpentine may be made, and there being great forests of pine trees in our remaining

NAVAL STORES.

ing Colonies, it is to be presumed tar and turpentine may be there produced; but encouragement will be necessary; and it is thought a bounty upon the importation of turpentine from those colonies of 2s. 6d. per cwt. for a limited time, would be sufficient: it is little more than the duty now is; it might have a better effect to grant encouragement by way of bounty, than by taking off the duty, as the value of it would be more easily understood. A less bounty could not have the effect of giving a decided superiority over foreign countries.

George I. in a speech to Parliament, said; that by employing our Colonies in preparing naval stores, they would be diverted from manufactures which directly interfere with those of Great Britain.

The Earl of Dundonald's discovery of an easy method of extracting tar and varnish from coal may be of great benefit to the nation. They are supplied at the price of foreign tar and turpentine varnish. In one respect coal tar is said to be a third cheaper than common tar, as an equal quantity of the former covers one third superficies more than the latter. The bottoms of vessels payed with it keep clean a long time. If this manufacture should succeed, it may not only render us independent of foreign countries for these essential articles, but also save large sums sent out of the country for them, and employ many hands

MASTS AND SPARS.

hands by having the manufacture at home. How happy might it have been for this country, if the majority of the peetage had been as well employed during the latter part of the late Parliament.

*MASTS and SPARS for the Navy, and
for Merchants Ships.*

The best timber for masts and spars is not found in North America, south of 41 degrees of latitude; however there is a sufficiency for home consumption on the eastern shore of Maryland and Virginia. Where this species of timber fails essentially, or entirely to the northward, has not been precisely ascertained; but it is generally agreed, that north of 48 degrees, no quantity is to be found in any degree of perfection. The masts and spars formerly sent to Europe from America, were procured in the northern parts of New England; but they have been gradually cut near to water carriage, and are daily becoming more scarce and more difficult to be got in the American States, whilst the forests of Nova Scotia and Canada remain untouched. The pine timber of the latter province is of much thicker sap, therefore not so good for masts, nor is it in general to be found in considerable quantities. All that is near lake Champlain must go down the river St. Laurence.

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MASTS AND SPARS.

Those who gave up the territory of Penobscot, east of Casco Bay, which was in our possession, deserve the utmost degree of censure. It is by far the finest part of America for the articles now in question; and they have also given up a very good fishery, fine harbours and the best rivers, along that coast; the Americans had very few harbours before that were good. The coast abounds with lumber fit for the navy and for private uses, sufficient to supply Britain for ages; but which may now form the grand resource of the American States for these articles. The white pine, which abounds in these parts, and is known in Britain by the name of the Weymouth or New-England pine, is by far the best for masts and spars, and grows to a prodigious height.

The peninsula of Nova Scotia, so far as has been explored as yet, furnishes but few masts of dimension fit for the navy; but it is expected the other part of Nova Scotia will furnish them, and good spars. Passamaquaddy, and east of it to the river St. John's, is the best country we have to look to for these articles; and it should be speedily explored, regulated and secured for the navy*. This is the only harbour that is left us on that

* But the method of reserving in grants all trees, when they acquire certain dimensions, for the navy,

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MASTS AND SPARS,

that side of the Bay of Fundy, and luckily it is one of the best in the world. It is also fit for wet and dry docks, and open at all seasons; but even here the pacificators have confounded the boundary line*, and it requires instant attention to prevent

without allowing any thing for them, is very injudicious; it makes it the interest of individuals not to encourage their growth.

* Mr. Barnard, the Governor of Massachusetts Bay, in the year 1764, caused a survey of the Bay of Passamaquaddy to be made by one Jones, who to the river called by the savages Schoodick, gave the name of St. Croix; and on the western side of this river, between it and Capscook, Mr. Barnard proposed making grants, as being within his government.

The next year, Mr. Wilmot, the Governor of Nova Scotia, sent the chief land surveyor of the province, to make a survey of that bay, when, upon enquiry of the oldest inhabitants, French and Indians, it was found there were three rivers called St. Croix, emptying into the bay; that the river called by the savages Capscook, was most anciently called by the French St. Croix; and on examining into the original grant of Nova Scotia, it appeared, that the grant made by King Charles the Second to his brother, the Duke of York, his territory was bounded by this river St. Croix to the eastward, and by the river Kennibek to the westward, and this tract was afterwards considered as an appendage to the province of Massachusetts Bay. It has
by

prevent the States from fixing their settlements; and taking possession to our disadvantage*. The Provi-

by some been called the province of Sagadahook: Governor Barnard, under this idea, in 1765, applied to and obtained from the Governor of Nova Scotia, a grant of a tract of one hundred thousand acres, for himself and associates, Thomas Pownal, John Mitchell, Thomas Thorton, and Richard Jackson, beginning two leagues above the falls or tide rapids of St. Croix, and running from thence north on the meridian line, or north 14 degrees east of it, by the magnet 17 miles. Thence south 76 degrees east, till it meets with the western branch of Schoodick, and is thence bounded by the said river Schoodick, and by the bay round into Capscook river, through the falls, to the bound first mentioned, together with the island called Moose Island, and the island called St. Croix, containing 100,000 acres; and the remainder of the principal islands in that bay were the same year granted by the Governor of Nova Scotia. These surveys have been all sent home, and the respective Governors' commissions ever since were understood to include those grants within the government of Nova Scotia.

* It may happen that the inhabitants of this district, who have not acknowledged themselves to be an appendage to Massachusetts Bay, will not now submit to their government, and burthen themselves with their heavy taxes, when, by throwing themselves under our protection, and becoming a part of the British empire, they will not only be freed from all burthens, but enjoy

MASTS AND SPARS:

Provisional Articles make the river St. Croix the boundary. There are three rivers of the same name, and though not very far distant from each other, it is very essential which shall be the boundary, on account of the above-mentioned harbour of Passamaquaddy, and the territory adjoining.

The interior parts of Cape Breton have masts fit for the lower classes of ships of the navy, meaning single-deck ships. It has also a plenty of very good oak. Britain has its best masts principally from the Baltic *. Large masts for merchants' ships, of the yellow pine, may be had in the southern States.

The

many and great advantages they could not otherwise have, and certainly they have as good a right to chuse their system of government as any of the states; and may it not be presumed this country will not be relinquished until the American States have performed the several articles of the treaty on their part

* American masts are much inferior to those which come from Riga, and the Empress has lately allowed masts to be cut down on the estates of the nobles, and exported from Petersburg; but the largest and best come from Turkey and Poland; their grain is much closer. A mast from these countries, of 22 inches, is equal to an American mast of 24 inches. They may be chosen from the woods at ten dollars, or about 50s. each; the carriage costs 100 dollars. They are carried against
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MASTS AND SPARS.

The white and the yellow are of a very superior quality to the other pines. These trees do not grow in extensive tracts, but are interspersed amongst the forest trees; they are of a fine grain, and are used for house and ship building, and all the other purposes to which pine is applied, either in square pieces, or when sawed into boards and planks. The yellow is rather of a closer grain than the white, and being more resinous is heavier, and therefore, although more durable, not so fit for masts, and especially spars, &c. it is much superior to the white pine of New Hampshire, the province of Main, and Saggahadock, for those purposes.

Masts, bowsprits, and yards, annually exported from America on an average of three years, viz. 1768, 1769, and 1770.

Masts to Great Britain 1174 tons, at 5l. per ton.

To ditto, 143, No. at 3l. each.

To Affrica, 5 No. at ditto

To British and West Indies 76 No. at ditto.

the stream of the Dniپر to the head, and over land above 30 miles to the head of the river Duna. There is a heavy duty at Riga. In time of war the freight is very extravagant; and the largest masts, when they arrive in England, will cost from two to three or four hundred pounds. The largest masts used for the navy are 36 inches diameter. They come from America; but large masts, made of several pieces, are now preferred.

SHIPS BUILT FOR SALE:

Bowsprits to Great Britain, 368 tons, 11 in number, at 20 s. per ton or per piece.

To British and foreign West Indies 3 in number, at ditto.

Besides of yards, &c. to Britain, 254 tons, and 28 in number, at 20s. ditto.

In the year 1763, the contractor paid in New England for a mast of thirty-three inches, 75l. sterling, and so in proportion down to a mast of twenty-four inches, for which he paid 11l. In 1769 they were contracted for 20 per cent. cheaper.

SHIPS BUILT FOR SALE,
or the TAKING OF FREIGHT.

The business of building ships for sale in Great Britain, or the taking of freights there, or in the West Indies, was both considerable and profitable. American-built ships have not hitherto been in demand in any part of Europe, except in Great Britain and Ireland; nor have they, but in few instances, ever obtained freights elsewhere, than in those kingdoms and in the British West Indies. New-England ships for sale, are not substantial or well built, or so durable as the British; partly arising from the timber not being so lasting,

SHIPS BUILT FOR SALE.

ing, and partly from its not being so well seasoned*.

* In the southern provinces good ship plank is made of the yellow pine; if kept from the worms, it will last many years. A ship built in South Carolina, the timber live oak, the plank yellow pine, at the end of thirteen years, the latter was good. The live oak is the hardest wood that is known; it must be put into water many months before it can be used for ship-timber, but it is excellent for the purpose. It is too hard and too short to be wrought into ship planks. The quantity of it is but small.

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SHIPS BUILT FOR SALE.

An account of the number and tonnage of vessels built in the several provinces under mentioned, during the years 1769, 1770, and 1771.

Where built.	1769			1770			1771		
	Top fails	Sloops and Schooners	Ton- nage	Top fails	Sloops and Schooners	Ton- nage	Top fails	Sloops and Schoon- ers	Ton- nage
*Newfoundland		1	30						
Island St. John's								4	50
Canada		2	60		1	15	4	3	233
Nova Scotia		3	110	1	2	200	1	3	140
New Hampshire	16	29	2452	27	20	3581	15	40	4991
Massachusetts	40	97	8013	31	118	7274	42	83	7704
Rhode Island	8	31	1428	16	49	2035	15	60	2148
Connecticut	7	43	1542	5	41	1522	7	39	1483
New York	5	14	955	8	10	960	9	28	1698
New Jersey	1	3	83					2	70
Pennsylvania	14	8	1469	18	8	2354	15	6	1307
Maryland	9	11	1344	7	10	1545	10	8	1645
Virginia	6	21	1269	6	15	1105	10	9	1678
North Carolina	3	9	607		5	125		8	241
South Carolina	4	8	789		3	52	3	4	560
Georgia		2	50		3	57	2	4	543
West Florida	1		80		1	10		2	24
Bahamas		4	42		7	135		6	137
Bermudas	1	47	1047	1	48	1104		48	1098
	115	338	21370	120	341	22174	133	357	26159

N. B. The tonnage above mentioned are registered tons; but one third ought to be added, in order to know the real tonnage.

Custom House, Boston,

May 11, 1771.

THOMAS IRVING,

Inspector General of Imports and Exports of North America,
and Register of Shipping.

* Newfoundland now builds annually from 18 to 25 fail of schooners, brigantines, and sloops, and the number will doubtless increase. There is plenty of timber on that island for the purpose, viz. juniper, pine, and witch hazel, and masts and spars, as many as are wanting, for ships from 100 to 250 tons burthen.

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ILT FOR SALE.

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1771			
	Top sails	Sloops, Schoon- ers	Ton- age
		4	50
15	4	3	233
00	1	3	140
81	15	40	4991
74	42	83	7704
35	15	60	2148
22	7	39	1483
60	9	28	1698
		2	70
54	15	6	1307
545	10	8	1645
105	10	9	1678
125		8	241
52	3	4	560
57	2	4	541
10		2	24
135		6	137
104		48	1098
174	133	357	26150

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THOMAS IRVING,
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American Exports to Europe. 97

SHIPS BUILT FOR SALE.

It is evident, that this trade can never take place any where on the continent to the north of France. France will not suffer America to supply her with ships. If no other nation will receive the American ships as a merchandize, surely Great Britain ought not, whose very existence depends upon her navy, which navy depends as much on her ship carpenters as on her sailors. Of all manufactures ship building is the most advantageous and necessary for Great Britain to encourage and preserve; and the first cost is of less consequence, as the ships are not for foreign sale, and the money is spent among ourselves. Britain cannot take American shipping without ruining her own. The navigation laws forbid it. She must consider them as foreign-built ships. Ships may be built in Nova Scotia to as much advantage as in New England, and as good. The encouragement that there will now be for ship building in Nova Scotia, St. John's, and Canada, for the coasting trade and fisheries, will draw shipwrights thither from New England, and will raise many in our remaining Colonies, and those provinces may become a considerable nursery for seamen. But the utmost encouragement should be given to British ship building. If ship building is encouraged in America, it will be ruinous to this country; and even the purchaser, although the ships may be cheaper in the first instance, will have no great advantage in the end. The cheapness of American shipping arose from their being ill found;

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SHIPS BUILT FOR SALE.

for cordage, iron work, and sail cloth of equal quality, are 15 per cent. and ship chandlery 25 per cent. dearer in America than in Britain. In New England, the oak, when used green, which is generally the case, rots in five or six years. Little iron is used in ships built for sale. Shipping was built in America on British credit, the workmen were obliged to take the greatest part of their payments in goods; it answered to our merchants to take the shipping, such as it was, in return. The shipping built for sale was greatly inferior to that built by order.

America had robbed us, at least for a time, of a corn trade, that some time ago brought in to us as much as almost any article of export; and she was rapidly robbing us of the ship-building business, which an extraordinary event, the independence of the American States, has, in this case, fortunately again thrown into our power, if we do not most strangely neglect and sacrifice it; with this circumstance, that no other trade or resource can make amends for the loss of a command of shipwrights and seamen. It is not the interest of Britain to encourage our remaining Colonies to build shipping exceeding fifty or sixty tons; and we should not encourage their fishermen to the prejudice of those of Poole, and other towns in the west of England trading to Newfoundland. A nursery of sailors is useless, unless we can get them when most wanted. The colony sailors were formerly of little
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SHIPS BUILT FOR SALE.

more service to Britain than the Dutch. If encouragement be given for the erecting saw-mills, and preparing lumber, and a bounty be allowed on the importation of oak timber and planks from our Colonies in British-built ships, the business of ship building may be carried on with great advantage in Britain, and our artificers will be kept at home. At least, the retaining the privilege of building our ships, will prevent an emigration of useful and ingenious men. At the conclusion of former wars, many of the numerous artificers in the different branches of ship building, as well as our sailors, were discharged; and almost all the merchant ships employed in this country were built in America, and our artificers and sailors were obliged to go there and to different foreign states for employment. Hitherto, since the conclusion of the late war, the American ships being no longer deemed British, the effect has been such, as to render it unnecessary for either the artificers or sailors to leave this country through want of employment. In the merchants' dock yards there is plenty of work in building and equipping merchant ships; and by the preservation of our carrying trade, our sailors will find sufficient employment. By keeping to ourselves the most valuable branches of the trade of this country, viz. building our own ships, the carrying trade, and the right of supplying our own Colonies, should another war break out, plenty of ships would be fitted out, and plenty of men would be found to

TOBACCO.

man them, instead of being, as formerly, destitute of artificers and seamen, until they had been reared up by an apprenticeship of almost seven years, and our funds exhausted, before we were in a proper state to begin the war. The Americans were rapidly engrossing the carrying trade; and considering our situation and circumstances, we had, comparatively, little of it. In 1775, about eighty years after laying the foundation of the first house at Philadelphia, 1150 vessels sailed from that port. This proves a great number; although there is much deception in returns of this kind, as the same ship may have sailed several times from the same port in the same year.

T O B A C C O.

This being the principal article of American commerce, deserves much attention from government. It was exported from Virginia, Maryland, North Carolina, some from South Carolina, and a very little from Georgia, to Great Britain chiefly*, where the hogheads suitable for different markets were pitched upon, and re-exported unmanufactured, except a quantity not very considerable. The exportation being now free to every part,

* In 1769, 4561 lbs. were exported from America to Africa, and 104,193 lbs. to the West Indies.

it remains to be determined by experience, whether it be more advantageous to transport it to every country where it is consumed, or to carry it first to one general market to meet the purchaser, and to be sorted for different markets. This business is understood in Great Britain only, and to encourage America to make this country the general market, the tobacco should be permitted to be put into the King's warehouses, and there only, without paying any duty, a bond being only given by the importer to pay the duty for such part as should be sold for home consumption; what is exported should go out free of all duty. It will be sent in large quantities in return, or payment for our manufactures, and we can afford to give the best price in this manner, by taking it in return. Before the war, it was imported on a double bond, and the merchant, on paying down three farthings a pound weight, took it into his own possession, and had eighteen months to export it, or pay the duty, then near 7d. per pound. Since the war, new regulations have been made, and the duty has been increased from the above sum to near 1 s. 4d. a pound, when imported from the place of its growth, and to 1 s. 5d. when imported from any place not of its growth, from which it can be legally brought; and the tobacco is locked up by the officers of the customs till the duty is paid, or an entry made for exportation.

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TOBACCO.

By a late order of the King and Council, every importer of tobacco depositing tobacco in the King's stores, was to pay one penny per pound, by way of pledge or deposit, to make a part of the duty if used for inland sale, or to be drawn back if exported: this measure certainly will operate strongly against making Great Britain an entrepot for tobacco, because it subjects the importer to an advance of 40 per cent. on the value, without any benefit whatever to government; and on the supposition that two thirds of the tobacco of America would center in Britain, to be assorted for other markets, it would divert from the capitals of the merchants 200,000*l.* to lye dead in the Custom House, which might otherwise be usefully employed in the trade. This restriction, while Dunkirk is open as a free port, and Holland lays only a duty of about $3\frac{1}{2}$ per cent. will, if not speedily altered, divert the carrying trade of tobacco to those ports, by way of deposit. It is bad policy to throw the Americans into new tracts. If they are encouraged, by equal advantages, to bring their tobacco to Britain to be picked out here, ships will consequently load from Britain in return, instead of Holland and Dunkirk. The tobacco will be left to pay for the goods, or to form a fund of credit, which will attach and rivet the trade to this country.

The idea of obliging a merchant to advance 4*l.* for liberty to store a hoghead of tobacco, appears too absurd not to claim the immediate attention of
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of his Majesty's ministers*. They cannot too soon hold out such proper encouragement as shall secure to this country the advantages pointed out in the tobacco trade; nor can any argument be drawn from want of security on the part of government, when it is proposed to lock up the article, and not to deliver out any tobacco for inland consumption till the full duties are paid, which have been from 63 to 66l. on a hoghead of tobacco, which costs from eight to ten pounds sterling. The first price is from 1½d. to 2½d. per pound, seldom lower; duty in England 1s. 4d. In France, tobacco is monopolized by the farmers-general, and it can be bought wholesale only by them. America will not afford her tobacco so cheap to France, as the latter got it through British contractors before the war †. France will

* Since the former edition of this pamphlet, the difficulty complained of has been removed by a subsequent proclamation. This ready-money duty is converted into a bondable duty, and the importer is allowed to give his own security for it, along with the other duties, payable in fifteen months from the entry.

† And the manner of treating the tobacco ships that came to France from America, since the peace, will by no means encourage them to go there again. They were induced to land their tobacco under expectation of such terms as they pleased; the farmers-general, however, offered such price as they thought proper, much below the value, and the Americans were not permitted to re-ship the tobacco.

TOBACCO:

be much disappointed. The cultivation of tobacco has been greatly interrupted; it will never be so great as it has been; it will not be easily recovered until the slave trade be revived, and that will require more credit from the English merchant than the American planter is likely to have. There has, and will be, a considerable emigration from the tobacco country. The lands wear out. Better land beyond the mountains may be got very cheap, and free from taxes. Other kind of farming is preferred. Possibly, however, as the cultivation decreases in Virginia and Maryland, it will be taken up to the southward in a greater degree than at present. The former edition supposes the consumption of Britain and Ireland to be about 20,000 hogsheads. It probably was not so much. The consumption of tobacco in England that appears to pay duty, was about 9,500,000 lbs. or about 8,000 hogsheads, the duty of the remainder of the consumption, whatever it was, must have been evaded. The quantity accounted for in Scotland, as sold for home consumption, was between 15 and 1600 hogsheads.

Britain imported, on an average of five years before the war, 99,015 hogsheads*. A good deal of

* In the year 1775, 55,965,463lbs. of tobacco were imported into England, and 43,880,865lbs. were re-exported. The same year 45,863,154lbs. of tobacco were imported into Scotland, and 30,324,301lbs. were re-exported.

TOBACCO.

of tobacco was manufactured into carots, and sent from London to Germany and Flanders, and lately to Quebec. Large quantities of snuff were likewise sent to America, particularly to Boston; but the principal part of the tobacco exported was unmanufactured. France is supposed to consume from 20 to 24,000 hogshheads; about 19 or 20,000 of late came from America.

The use of tobacco has declined in England and America. One thousand tons of tobacco was exported in the year 1782 from Petersburg,

re-exported. Very nearly, or the whole of the tobacco trade carried on in Scotland, was at Glasgow, and wanted only a fifth of being equal to the whole import into the rest of the island. Glasgow had, in a great measure, commanded the tobacco trade; her merchants had their factors in Virginia; the planters were deeply in debt to the merchants of Glasgow; and if the latter had not fortunately had a large stock in hand when the war broke out, (the value of which rose extremely) they must have been ruined. It has been said, that the great debt of the planters to Britain was no small motive towards the quarrel.

The value of tobacco, at 2d. 2½d. and 2¼d. per pound, exported from North America in the year 1770, amounted to 906,637l. 18s. 1½d. The quantity imported into Great Britain, and from thence exported to all parts, distinguishing the several countries, and the quantity sent to each place, may be found in the tables of the Appendix. The exportation from hence was in British vessels, employing a great number of small ships, and raising many seamen for the navy.

TOBACCO.

and about 500 tons from Riga and other parts of Russia; it chiefly went to Lubeck and Holland; but being of a very bad quality, is used mostly by common people for smoaking, and very little is manufactured into carots for snuff, which are made of Dutch and Virginia tobacco, and exported to all parts of the world. A large quantity, (the growth of the Ukraine) during the war, went to France through Holland, &c. Russia supplied herself; but the consumption is not very great there. Hamburgh had tobacco for common use from Germany, and some from England. A considerable quantity is raised in Brandenburg, on the Rhine, in the Palatinate, Flanders, and Holland. Flanders grows more tobacco than she consumes. Tobacco has lately been raised in the county of Cork, in Ireland, to the amount of 40l. per acre. America, during peace, may supply better than Europe; whether cheaper, remains to be seen. Labour is lower in Europe, manure more plentiful, and freight will be less. European tobacco is not in general so strong, nor so high flavoured as American, which may arise partly from the soil, and partly from the manner of curing it. It certainly would be much better than it is, under proper cultivation and management. In America tobacco is dried in a house; in Europe, in general, the flavour is exhaled by drying in the sun. At least a sufficient quantity might be raised in Europe, though perhaps not of the best quality; or if we cannot

cannot have an advantageous trade for tobacco with America, we may encourage the growth round our factories in Africa. The superior soil, and low price of labour there, if the natives can be obliged or induced to work, will give great advantage. It would, in some degree, civilise the natives, and increase the demand for our manufactures there. The lands at St. Vincent's and Dominica, and the inland parts of Jamaica, not proper for the culture of sugar, are capable of producing as much tobacco as could possibly be made an article of home consumption, or foreign trade.

While the drawback remains on the present footing, there must be a considerable loss to the revenue by the manufacture of tobacco. Much water is used in it; the weight is increased in the manufacturing, especially by the bay salt which is used in it, and by that means much more is paid as drawback on exportation, than the import duty on the leaf*. The present duty on tobacco being above five times the value, until it is raised by excise, the temptation to smuggle it will be very great.

* An arbitrary reduction on that account, made at the scale according to the judgement of the shipping officer, from 10 to 25 per cent. has induced the manufacturers lately to dry it in kilns erected for that purpose, and to tender it for exportation now in a proper dry state.

I N D I G O.

None of the American States, except the Carolinas and Georgia, produce this article; and it is of a quality infinitely inferior to the Spanish, Portuguese, or French. Even the indigo raised on the Mississippi is from 20 to 25 per cent. superior to that of Carolina, and the quantity produced per acre near double. The cold season comes on too early in Carolina to raise indigo to as great advantage; it is seldom cut above two or three times there; whereas on the Mississippi, the planters begin to cut early in July, and continue till December. The cultivation of indigo has greatly increased within the last fifteen years in all the European settlements in America; in South Carolina it has been nearly doubled. In the year 1776, the produce of indigo upon the Mississippi, had increased in two years from 75,000lbs. to 250,000lbs. The planters, in the foreign colonies, have been greatly encouraged to extend the culture of this article, since the trade of Carolina and Georgia has been shut up; and as the quality is much superior to that of Carolina, it is probable the cultivation will be continued; if so, we have nothing to apprehend from not allowing a bounty on indigo from the American States. From the latter a great quantity was sent to England, and must be taken in return for goods. The indigo of the Carolinas and

and Georgia will answer only in the northern parts of Europe, including Great Britain and Ireland; the quantity of it, however, that goes to the Baltic is trifling. The Spaniards raise great quantities of indigo in South America, particularly in the province of Guatimala, where indigo of the first quality is cultivated. The quantity of indigo raised in the Portuguese settlements increases very fast; and if we may judge by the price, viz. 14s. per pound, it is better than any ever yet sent to market. The French also raise a large quantity in their West-India islands, which is much better than the indigo of the American States.

Indigo, by the migration of the Georgians and Carolineans to Jamaica, is found to succeed so well there, that they have prayed the bounty, formerly given on indigo raised in those provinces, may be discontinued. Upwards of ten thousand slaves, belonging to the Loyalists, were removed from Georgia and Carolina to the West Indies. In order to get immediate subsistence for them in Jamaica, their masters at first let them out for hire, to be employed in the public works then carrying on for the defence of the islands; but that business being over, they are now employed in cultivating indigo, and there is the fairest prospect of success, the climate being much better calculated for the raising indigo of a good quality than the Carolinas. Jamaica, Dominica, and St. Vincent's, might, in time, very well

RICE.

well supply all our demands. Tobago raises a considerable quantity of indigo. If we may judge from analogy, the East Indies must produce the best indigo; but the European settlements in America, and the American States, produce more than there is a demand for. The quantity imported in 1781 into England from India was 24,317 lbs. and in 1782, 25,575 lbs.

Indigo annually exported to Great Britain from America on an average of three years, viz. 1768, 1769, and 1770 amounted to 602,973 lbs. at 4s. 6d.

R I C E.

No part of the American States produces this article but the Carolinas and Georgia. Spain and Portugal took a considerable quantity; but the great consumption of American rice is in the northern parts of Europe. All that went thither was first landed in Great Britain, and left a duty of 7 $\frac{1}{2}$ d. per cwt. that duty is now taken off, very properly, by an order of Council; and American rice will still come here, in order to have a choice of the foreign markets, as they cannot know in America to what port in Holland or Germany it will be best to send it; but the British merchants, by their correspondence with the several parts of Europe, are well informed of the state of all the markets, and can judge how to distribute it to the best advantage. It is not long since

American Exports to Europe. III.

RICE.

since that the Portuguese turned their thoughts to the growth of rice in the Brazils: such quantities are already raised there, that they have very little occasion for any from the American States, from whence (before the war) they imported annually 30,000 barrels.

A ship lately arrived at Lisbon from South Carolina, laden with rice; the demand was so little for that article there, that it would have been at a much better market if it had come to England. In a very few years the Brazils* will be able, not only to supply the Portuguese consumption, but also other parts of the world; and the rice is of a quality much superior to that raised in Carolina or Georgia. Rice of a better grain is produced in Africa, and may be to any extent. There should be a small difference of duty on rice imported in other than British shipping.

Rice annually exported from North America, on an average of three years, viz. 1768, 1769, and 1770, was as follows, viz.

To Great Britain,	- - -	82,088 barrels.
To south parts of Europe,	- - -	32,873
To Africa,	- - -	88
To British and foreign West	- - -	
Indies,	- - -	25,461

140,510 at 45s.—£.316,147. 10s.

* Since the former edition, Portugal has prohibited the importation of rice from North America.

This

FURS AND PELTRY.

This greatly exceeds any article of export from America, except tobacco and wheat, including bread and flour, as may be seen in the tables of the Appendix.

FURS and PELTRY.

Previous to the reduction of Canada, the exportation of furs was very considerable from the American States; but since 1763, it has been of no great consequence, except deer skins*. These were exported to a very considerable amount, from the southern provinces; and as we have ceded Florida to Spain, this trade is entirely given up; but deer skins might have been had in great plenty down the river St. Lawrence, if it had not been wantonly stipulated to give up † the vast country between the Ohio, the Mississippi, and the Lakes. The forts and communications are not yet given up; but when they are, Canada cannot command the fur trade as before the peace. The principal Indian country will be ceded; we shall have no fort left, except the

* The demand for deer skins in Britain is very considerably decreased, through the fashion which now prevails of wearing breeches of Manchester manufacture, &c.

† It was not desirable to retain it for the sake of settling it from Great Britain and Ireland, but rather to leave it to the Indians in its present state.

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FURS AND PELTRY.

small stockaded work called Fort Erie, and a new fort built last year at Cadaragui. The communication with Lake Superior will be wholly given up. The rapids are so strong at the falls of St. Mary, and the lands so rocky and mountainous on our side, that we can have no carrying place; and by drawing the line north of Isle Royal, we lose the only country from which considerable advantage could be derived. The Americans are making great preparations for the purpose of carrying on the Indian trade by the Hudson, Mohawk, and Oneyda rivers. Between Albany and Scheneccady there is a carrying place of seventeen miles, the road very good: on the Mohawk river there is a carrying place of a mile at the little falls. From the Mohawk river to the wood creek there is another carrying place of a mile, and the navigation from thence by Lake Oneyda and River Onandago is interrupted at the falls of that river about twelve miles from Oswego, by a carrying place of about fifty yards only.

Our duties should be entirely drawn back upon the exportation of furs from Britain; or rather, the duty should not be paid on the part intended for exportation, which would put us on a footing with the American States; if not, almost the whole of this trade may be thrown into their hands; for, in order to avoid duties, all the furs intended for foreign markets will be carried through them, whereas, if the duties were taken off,

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FURS AND PELTRY.

off, part would come through Quebec to this country, and be re-exported from hence*.

There was some, though no very large quantity of furs, imported from Georgia and Carolina into England. The deer skins of that part were of the best sort.

The Americans used to import the hides of all the cattle killed in Jamaica, besides a great number of Spanish hides which were brought there; and some time before the war, vessels went from Philadelphia to Buenos Ayres, principally with an intention of procuring that article.

The value of the furs annually exported from North America to Great Britain, (valued at the port of exportation) on an average of three years, viz. 1768, 1769, and 1770, amounted

to	-	-	-	£.95,472	10	0
			Skins,	-	-	57,032 0 0
			Hides,	-	-	812 9 0

* Our traders have now penetrated so far across the Continent (they are sometimes out three years) as to trade with the Indians, who inhabit the country so near the sea as to have their river affected by the tide, and they represent them as resembling the people of Kamtschatka in appearance and manner: the chain of islands which run across from this part of North America to that part of Asia accounts for it. Spanish horses are found among these Indians, as well as among those on the back of Louisiana.

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FURS AND PELTRY.

The Canada sales, which are every spring in London, of the furs and peltry sent the preceding year, amounted to £.

In 1782,	- -	189,000
1783,	- -	165,000
1784,	- -	201,000

We manufacture about a fourth part, and thereby nearly double the value of that part. These articles are purchased with British manufactures. This beneficial trade with Quebec must fail very essentially as soon as the country and communications are given up. It prospered greatly last year, the Americans being prevented from pursuing it by the Governor of Quebec, who had not then surrendered the country and forts; and it is to be supposed they will not be given up till all the terms of the treaty, in favour of the Loyalists and British subjects, are fulfilled on the part of the American States.

It is the business of a wise nation to obviate the difficulties that may arise from her misfortunes. As we shall now lose, by the treaty of peace with the American States, so much of the commerce of furs and peltry, we ought to turn our attention to Hudson's Bay. The trade thither has long been justly considered as a monopoly in the hands of a company of no broad bottom. It will, therefore, be but just policy in Parliament, to pursue the same rational measures with respect to the Hudson's-bay Company, as was formerly practised with regard to the great

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FLAX SEED.

African Company; namely, to purchase the chartered right of the Hudson's-bay Company, in order to admit every trader to carry on his business within the wide-extended limits of their charter, upon paying a small sum towards supporting the necessary fortifications; and this is more necessary, having lost the communication with Lake Superior, the country north of it may again be opened by Hudson's Bay.

FLAX SEED.

This article was exported from the American States to North Britain and Ireland only; no other country in Europe is in want of it, nor can Ireland be furnished with it to so good advantage from any other part of the world; for though it may be had from Flanders*, and in the Baltic, it is in some respects dearer, and must be paid for in money instead of linens, which are exchanged for it in America. The seed from Flanders is very indifferent, because the flax is pulled while green, for the sake of having it finer and better. Riga supplies a considerable quantity of the sowing seed. That for oil comes from Archangel, Petersburg, Riga, &c. Nova Scotia and St. John's

* The people of Ireland, since the war, have got into the way of preserving their own flax seed; and it has been found to answer so well, that their future importations will be less considerable.

island appear to be as fit for flax as the other northern parts of America; the trials in St. John's island are encouraging.

Flax seed annually exported, on an average of three years, viz. from January, 1768, to January, 1771, from North America :

To Great Britain, 22,436 bushels.

To Ireland, - 255,851

268,287 at 2s. 3d. per bush. £.30,328. 5. 9.

The annual importation of flax into England, on an average of three years, viz. 1772, 1773, and 1774, from the northern parts of Europe, chiefly Holland and Ruffia, was in value 239,869l: the quantity upwards of 102,000 cwt.

Annual import into England from the same parts, on an average of three years, viz. 1777, 1778, and 1779, - - - £.239,869 5 3
Same average for Scotland, 186,941 18 6

(Quantity upwards of 4000

tons) - - - - 426,811 3 9

I R O N.

Most parts of North America abound in iron mines; the ore, however, is so scarce in Virginia, that almost all that is used there comes from Maryland. The high price of labour in the American States would not have permitted the exportation of iron, without the advantage of entering free into Britain, in competition with foreign iron, which pays a very heavy duty, as stated, note,

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IRON.

note, page 3. We sent from this country Russian, Swedish, and British bar iron to a great amount, particularly to the northern Colonies; and it was sold cheaper than iron made there, or brought from any other part of America. Canada has plenty of iron mines. The only argument that can be used in favour of suffering iron to be imported duty free from the American States, is, that it may come in the place of money in return for our manufactures; and some think that it might, in some degree prevent the manufacture of iron in America. The quantity, however, exported from thence, has not been considerable, and the distinction may give umbrage to the North. Rhode Island, Massachusetts, and New Hampshire, exported little iron. The States to the southward of Rhode Island imported little; most of them exported. But although the middle Colonies exported iron in pigs and in bars, (the heavy duty on the iron of other countries when imported into this, acting as an extraordinary bounty to America) they imported their hoes, axes, and all sorts even of the most heavy and common iron tools.

Exported annually from America, principally the middle provinces, on an average of three years, viz. 1768, 1769, and 1770 :

Bar iron,	-	-	2592 tons.
Pig do.	-	-	4624
Cast do.	-	-	12

POT and PEARL ASH.

Very little pot ash had been made in Nova Scotia or Canada previous to the war; but it may be made to greater advantage in those provinces than elsewhere in America, on account of the plenty of wood, and owing to the greater quantity of fuel consumed there during a long and severe winter. Ashes of an excellent quality have, during the war, been imported from Quebec. In some of the American States, firing becomes scarce. It is a well-known fact, that the cheapest fuel that could be procured in the town of Boston before the war, was, coals from Newcastle; arising from the advantage of being carried out as ballast. Fuel is still dearer at New York.

To encourage our own collieries and carrying trade, we must still continue to prevent the getting of coal on the island of Cape Breton, where there is plenty more easily to be got than elsewhere, above the level of the sea. This coal is differently represented; some say it is not of a good quality.

Pot and pearl ash annually exported from America to Great Britain, on an average of three years, viz. 1768, 1769, and 1770:

	Tons.	Cwt.	£.	s.	£.
Pot ash,	1588	5	at	22 10	is 35730
Pearl ash,	420	0	at	40 0	is 16800

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POT AND PEARL ASH.

It has been lately discovered that pearl ash, which is pot ash refined, loses by the operation, not only in the quantity but in the quality, therefore it is probable no more will be made.

If it will not cause jealousy, it may answer to us to suffer pot ash to enter duty free from the American States, as it will be in return for our manufactures; if we take it from other countries, perhaps it may be paid for in money. It should be considered, whether the advantage will make amends for the loss of revenue.

The prices which are put to the several articles of export from America, are the value at the ports of exportation, in sterling money.

The above articles comprehend nearly the whole of the exports from the American States of the growth of the country.

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The articles imported by the American States from the British and Foreign West Indies (to the amount of about 800,000l. sterling yearly) were the following, viz.

S U G A R S.

The difference of price between French, Danish and Dutch, and British West-India sugars, was so great, that nearly half the sugar, regularly entered, came from the foreign islands, and was cheaper, notwithstanding the duty of 5s. per hundred on foreign sugars. On an average of three years, from Jan. 1768 to Jan 1771, 32,374 cwt. of foreign brown sugars were imported, value 28s. per cwt. in America, independent of the duty; and of foreign clayed sugars, entered for exportation, 732 cwt. at 45s. per cwt. likewise of British brown or Muscavada 49091 cwt. 5 lb. at 35s. and of British white or clayed sugar 103 cwt. at 45s. per cwt. But it is supposed, that above two thirds of the sugar consumed in America was foreign; that which was smuggled is computed to have incurred an expence equal to half the duty, besides the expence of getting it in a clandestine manner from the foreign islands and Surinam; even part of the sugars that appeared to be British were really French. The Americans used to clear out empty hogheads at the British West-India ports, and carry them to the French islands to be filled with sugar. It

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MOLASSES.

seems that our sugars could not have been taken, but through the advantage of barter. The American States cannot expect that they should be suffered to take this article from our islands; neither Holland nor France will suffer them to carry sugars from their ports in the West Indies. The licence given lately by the Court of France to erect sugar houses to refine three million of pounds of sugar in Martinico for the American market for a *limited time* is a grant in favour of a particular person; it cannot and will not be considered as a favour by the States, who cannot wish to avail themselves of it, having many refineries of their own. No indulgence is allowed by France as to raw sugars.

South Carolina has made, in the article of refined sugar, a discrimination in favour of France, Spain, Holland, Denmark and Sweden, of one hundred per cent. duty. The refined sugar of the British plantations being subjected to double duty, and the raw sugars to 25 per cent. more than the foreign; surely this conduct does not entitle the States to any indulgence in trading to our islands! The discrimination, however, is as odious as it is unnecessary.

M O L A S S E S

Are of very great importance to the American States, on account of their numerous distilleries*,

* Massachusetts alone has sixty distilleries.

and

MOLASSES.

and the extensive commerce carried on by means of the rum made out of them. These were purchased and imported into the American States from the French islands, and from Surinam, in great quantities. The British West-India islands prudently distil their own molasses, and comparatively with the foreign islands, export an inconsiderable quantity. Very little goes from our islands except Jamaica, and very little even from thence for some time before the war, scarcely any, except from a few refining houses at Kingston. As they are a bulky article, and not easily smuggled, it may be supposed they sometimes cleared empty hogheads in the same manner as mentioned in the article sugars. On an average of three years, from Jan. 1768 to Jan. 1771, 3,265,595 gallons of foreign molasses, and 308,673 ditto of British molasses, were imported into America. Before the Americans were allowed to go to the French islands for molasses, (they are not allowed to carry away any thing else) it was an object with the French sugar planter to contrive to get rid of his molasses by conveying it into the sea, or to some waste, while the British planter converted his into rum. When the New Englanders were first permitted to carry on this trade from the foreign islands, they paid only a trifle for the molasses, 2s. or 3s. per hoghead; they are still very considerably cheaper

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than in the British islands *. The Americans, who sold their cargoes in our islands, used to take the money, and go with it to foreign islands, where they laid it out in molasses, &c. This has been a serious complaint a long time.

The first edition of this work said, the duty on the importation of molasses into our colonies should be taken off; but on fuller investigation, it seems better policy to prohibit the importation of foreign molasses, and to continue the duty on British. The system of encouraging a staple commercial article of one plantation or colony, in another, where it is not natural, and which has its own proper staples, seems very erroneous. Our navigation and the connection between our West-India islands and continental colonies, would be better maintained by exchanging rum, sugar, &c. for flour, fish, and lumber, than by raising an unnatural competition in rum distilleries, and encouraging our colonies to distress each other †. By preventing the importation of foreign molasses, we certainly deprive our

* When molasses were exported from St. Kitt's, they were sold from 8d. to 10d. per gallon currency. Great quantities of molasses were exported from Guadaloupe into Dominica. Some Dominica merchants had distilleries in Guadaloupe.

† On the same principle, it is not the interest of Britain to encourage the distillation of spirits from corn, in our American colonies.

continental colonies of an advantage which the American States will have; but those colonies will, with other British subjects, have a great advantage in return, by the monopoly of our West-India markets, in many essential articles. The greatest and strongest objection is, that the New-England rum, bad as it is, was preferred by the fishermen, Canadians*, and lower ranks; it is more fiery, though not so strong as West-India rum, and 25 per cent. cheaper; and the discouraging distilleries in our remaining northern Colonies, will encourage the smuggling of New-England rum.

The causes which gave rise to the permission of importing foreign molasses into our American Colonies no longer exist. The North American planters complained, that there was not nearly a sufficient demand for their lumber and provisions in the British West-India islands; and that the foreign islands would not receive those articles, unless the North Americans would take their produce in payment: upon a representation to government of the disadvantages the continental Colonies laboured under from this circumstance, and that the quantity of rum distilled in our islands was very inadequate to the demand in America, leave was given by act of Parliament to import foreign molasses, sugar, &c. into Ame-

* The Canadians no longer prefer the New-England rum.

rica; but the West-India planters, being apprehensive that this indulgence might interfere with their distilleries, a duty of 6d. per gallon, nearly equal to the prime cost, was imposed on molasses. This duty, as in similar cases, where it is laid too high, yielded a very trifling revenue, it was therefore reduced to 3d. per gallon, and the revenue was thereby much augmented; but even 3d. was found to be too high a duty, more especially in a country where illicit importations could be made with so little risk. Government, satisfied by experience, that the whole quantity of British rum and molasses, and also of foreign molasses produced in the West Indies, was not more than equal to the demand for these articles in America, and having no longer cause to apprehend that the use of the foreign molasses would materially interfere with the consumption of British plantation rum, lowered the duty to 1d. per gallon. By this means, a stop was in a great measure put to the clandestine importation of it, and the revenue arising from it increased from about £.2000 a year, when at 6d. per gallon, to upwards of £.17,000 a year. Our remaining colonies will now find a plentiful demand for their lumber and provisions in the British West Indies, from whence they can receive also an ample supply of rum, without having recourse to the distillation of foreign molasses.

The quantity of foreign molasses imported into America, anterior to the war, was even, as appears by the Custom-house books, much greater than the quantity of British rum consumed there*; but the latter being free, and the former subject to a duty of more than 20. per cent. upon the prime cost, we may reasonably add to the Custom-house account of the molasses, one third. The consumption of this article, undistilled, was very trifling, except in the fishery and New England; and even there it was made use of to no great extent.

R U M.

The amount of this article, imported and consumed in the American States, greatly exceeded any other article of the West-India produce imported into those States: with this circumstance, that of the other articles, a part was re-exported, particularly the rum made out of the molasses, the greatest part of which was sent to Africa, to Nova Scotia, to Newfoundland, to Canada, and to the middle Colonies, and a large quantity for the supply of the southern Indians. It was much cheaper, and greatly inferior to that of the West Indies;

* One hundred gallons of common molasses make one hundred gallons of rum; the better sort will make one hundred and five gallons. In the West Indies, in crop

R U M.

Indies*; but the rum imported from the latter was consumed in the country, and except a small quantity from Demerary, of a good quality, and some from Santa Cruz of a very indifferent quality, the whole was, and may still be, imported from the British West-India islands. The rum from Santa Cruz is generally 3d. or 4d. per gallon cheaper than our West-India rum. Within ten years, the quality of our rum has been considerably improved. The only burdens on the exportation of it from our islands, are the $4\frac{1}{2}$ per cent. duty †, which is about 6s. per hoghead, and an absurd powder duty, raised by the West-India assemblies, that sometimes amounted to one third of the freight, it being raised on the tonnage. The French make very little rum, and that of a

crop time, the scum of the sugar, added to the molasses will produce an hundred and fifteen, or an hundred and twenty gallons at least, which gives a considerable advantage to the West-India distilleries; however the Americans dispute the fact.

* The rum distilled at Rhode Island, made of foreign molasses, was commonly sold there as low as 10d. per gallon, and the Leeward-Islands rum, which is of the lowest proofs and worst quality of any made in the British West Indies, very seldom sold under 15d. sterling in the islands.

† This does not extend to Jamaica or the ceded islands.

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bad quality: as it might interfere with their brandies, they have not encouraged it. On an average of three years, viz. from January 1768 to January 1771, 2,807,082 gallons of British West-India rum were imported into North America, including our remaining Colonies and fisheries. The Dutch and French islands, and settlements on the main, cannot supply the demand of the American States, even if they should erect distilleries and manufacture their own molasses.

But nothing can be more trifling and less founded than the clamour on the supposition of losing the rum trade which our islands had. The competition with our islands will be exactly the same, whether the molasses are distilled in the foreign islands or on the continent of America. It is the interest of the American States, and not our business, to discourage the distillation of foreign molasses in foreign islands. It would be ruinous to New England in particular; and when the encouragements* said to be held out in the French

* Even if the advantages held out to the Americans in the French islands were not pretended or delusive, unless they were granted for a longer period than hitherto stated, it will not be worth their embarking to a large extent, and the obtaining a quantity and perfection of quality consequently would be prevented. New Englanders will not establish their distilleries on French islands where labour is so much dearer even than in America.

R U M;

islands to establish distilleries, are used as an argument for the purpose of frightening us into concessions, they can only be attended to by the most ignorant.

The following is the quantity of rum annually exported from North America, on an average of three years, viz. from January 1768 to January 1771; this trade will be mostly gained by our islands in future.

To Great Britain	46,888
Ireland	17,126
The south of Europe	23,928
Africa*	270,147
The West Indies †	8747
Newfoundland	399,001
Canada	226,470
Nova Scotia	13,313
	905,620

These exportations from the American States are not very considerable, when compared with their importations of rum, and their own distillation of molasses; and it appears from the importation of the latter already stated, that they distilled above a third more rum than they imported.

It is absurd to suppose that the Americans would confine themselves to the use of our West-India rum, even if we were weak enough to give

* It is said the African Committee has forbid the use of New-England rum in their settlements.

† The rum which appears to be exported to the West Indies, was probably laid in for sea stores.

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American Imports from the West Indies. 131

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them every advantage held forth in the bill which gave rise to these observations. The Americans would certainly go to the cheapest markets; but they will require the same quantity they did before, consequently there will be the same demand; and they must have it from our islands, as they cannot have a sufficient quantity elsewhere. It is well known how much the Jamaica and Grenada rum is preferred by them. As our West-India islands will be entitled to the monopoly of the rum trade with our remaining colonies, they will be benefited in this trade at least, by the dismemberment of the American States. If any new competition could be raised in this trade, the monopoly in question would doubly compensate *. The quantity of rum consumed in our fisheries and remaining colonies, is very great indeed; and through Canada, the inland parts of the American provinces will be partly supplied. If our rum should be prohibited there, the Americans will be gratified by the opportunity of smuggling. The quantity of North-American rum imported into our remaining colonies, has already been

* The author of *Considerations on the present Inter-
 course, &c.* asserts, note, page 16, that our remaining colonies in North America were supplied with rum from the British West Indies. The annual importation of rum in Quebec alone, on an average of three years, ending 1774, from the continent of America, was 438,859 gallons; but the importation from the West Indies and all other parts, for the same period, was only 33,296 gallons.

stated. The quantity of West-India rum imported in 1769 into Newfoundland, was only 6,766 gallons.

To Canada	-	22,323 gallons,
To Nova Scotia	-	7,426 ditto.

But in consequence of the war, whereby the intercourse with America was cut off, rum was introduced through a new channel, and Quebec, instead of importing from the continent of America 701,305 gallons, and only 3951 gallons from Britain and 47,186 gallons from the West Indies, as was the case in the year 1774, we find, that in the year 1779, there were imported from Britain into Quebec 262,984 gallons, and from the West Indies 187,858 gallons, and none from America. In proportion to the cheapness or dearness of any commodity, the consumption will increase or decrease. The price was greatly heightened at Quebec by insuranc and other circumstances attending the war. The consumption certainly will increase very much in future. The importation of North-American rum, therefore, should be prohibited, as it would create a demand for West-India rum, and promote the carrying trade between the West Indies and our remaining colonies, notwithstanding the difficulty of preventing the smuggling of New-England rum. At present, rum from the American States cannot be imported into Canada but in British-built ships, and then it pays a duty of 9d. per gallon; West-India rum pays 6d.

C O F F E E.

American Imports from the West Indies. 133

C O C C O A.

C O F F E E.

Considerable quantities of coffee were used in America, particularly in the southern and middle Colonies, where the poorest peasant used it, as it was cheaper than the lowest-price tea; some so low as 6d. sterling per pound; most of it was foreign and smuggled. The quantity of coffee annually imported into America (which paid duty) on an average of three years, viz. from January 1768 to January 1771:

British 3642 cwt. at 8d. per lb.

Foreign 8 ditto.

It may be here observed, that no very accurate idea can be formed of the imports of America, where the article was liable to high duties, affording a temptation to the smuggler; the extent of most of the ports, or rivers leading to ports, affording almost uninterrupted opportunity, where the inhabitants were universally opposed to British laws and regulations.

C O C C O A

Was purchased and imported nearly in the same manner as coffee; 137,875 lbs. of British and 247,186 lbs. of foreign at 6d. per pound, were annually imported into North America on an average of three years, viz. from January 1768 to January 1771.

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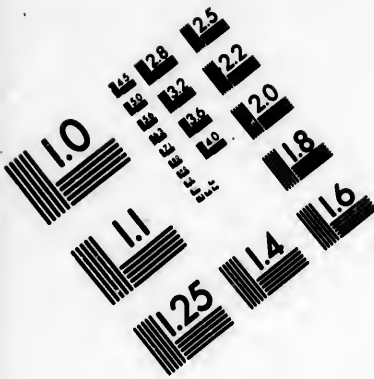
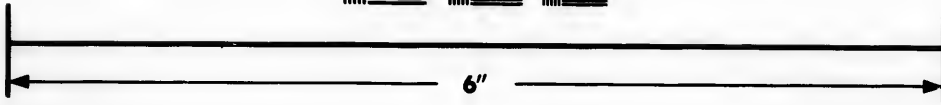
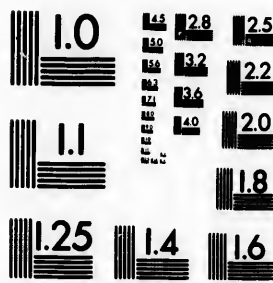


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C O T T O N.

The quantity of British cotton annually imported into the American States, on an average of three years, from January 1768 to January 1771, was 167,748 lbs. and of foreign cotton 266,182 lbs. This was chiefly used in the home or family manufactures of the country in the northern States. Virginia raised, of a coarse kind, more than a sufficiency for her own use.

S A L T.

Of this article there was imported annually, on an average of three years (viz. from January 1768 to January 1771) into North America, from the south of Europe, 554,154 bushels, at 1s. and from the West Indies, 388,228 bushels. That from the West Indies was particularly used for butter and pork; it came from Sal Tortuga; it was not so much the production of labour as of the heat of the sun, and was collected by the Bermudians and others, and sold at a low price to the ships from the continent; and not unfrequently the crews of the ships collected it themselves, and were at no other expence than their labour. The Americans must pay for their salt now at Sal Tortuga, as the British ships will not protect them.

West Indies.
SALT.

American Exports to the West Indies. 135
HORSES.

The articles exported to the West Indies from North America were the following, viz.

HORSES for the Saddle and Draught.

The number of horses annually imported into the British and foreign West Indies from North America, on an average of three years, viz. 1768, 1769, and 1770, was 5989; of these about three fifths went to the foreign West-India settlements. A very good kind of horse is introduced into Canada, very excellent for the saddle. Horses for draught, and for the sugar works, are essentially necessary in the Windward Islands, and they may be had from Canada reasonably, although during three years previous to the war not above 300 were exported. They are small, but very strong and hardy. Nova Scotia will get into the trade, and will have great advantage in the navigation to the West Indies, from situation, over Canada, or even the American States. A considerable number of horses from the neighbourhood of lake Champlain were exported by the Americans, and many now go from Canada. Mules go from Barbary to the Windward Islands: they are reckoned very good. Some are brought from the Spanish main, and some from Porto Rico and the Mississippi. It is said, it would answer to send horses, both for draught and saddle, from 14 to 14½ hands high from Britain, but especially from Ireland,

The

FLOUR AND BREAD.

Ireland, to the West Indies, if carried on the deck in the same manner as done by the Americans. They will sell from 10l. to 15l. advantage each horse. It might cost less than one third more to carry a horse from Ireland than it does from America. A single-decked vessel of 100 tons carries 40 horses on deck from Canada to the West Indies. The carriage of each horse from Canada came to about 5l. sterling, and provisions 30s. Horses have been carried as a cargo from Ireland to the West Indies by New-England ships.

FLOUR and BREAD, or BISCUIT.

No wheat is sent from America to the West Indies, except a very small quantity for poultry, or such uses.

Flour and buiscuit imported into the

British and foreign West Indies on an	Barrels.
average of three years, ending 1773	230,640
Imported into and consumed in the	
British West Indies	132,426.

As wheat has been for several years past, and previous to the war, cheaper in Canada * than in

* Before the war there was only one capital mill in Canada for grinding corn for exportation, but there are now sufficient. The Canadians do not clean the wheat so well as the Americans, therefore their flour is not of so good a colour.

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American Exports to the West Indies. 137

FLOUR AND BISCUIT.

the American States, and as the New-York and Philadelphia merchants ten years ago shipped large quantities of wheat from Canada, there can be no doubt that these articles will come cheaper from that province. It has been already mentioned, that near 500,000 bushels of wheat were exported from Canada in 1774, a considerable quantity remaining on hand for want of vessels to export it; and that the annual consumption of flour in the British West Indies, on an average of three years, ending 1773, was 529,704 bushels. For farther particulars, see the article Wheat and Flour *. It is urged, that our islands will be starved, and that our shipping will not be permitted to take flour from the American States. All navigation laws allow the produce of the country, except colonies, to be carried away in foreign vessels. As flour is the principal staple of New York, New Jersey, and Pennsylvania, and the British West Indies are now open to receive it in our own ships, while the French and Dutch settlements are shut against it, those states will be glad to sell their flour to any ships that may go to take it to our islands. Even Maryland and Virginia produce very large quantities

* The cultivation and exportation of corn was of course interrupted by the rebel invasion of Canada, and during the war. The interruption of exportation, &c. is, however, imputed to the climate by the author of the West-India Committee's Considerations on the Interchange, &c.

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FLOUR AND BISCUIT.

of wheat. It is the opinion of the best informed, that, on a medium, Great Britain and Ireland could supply our West-India islands as cheap as the continent of America; certainly at this time they can. The case has been, and, more probably than before, it will be the case in future, that Britain can supply her islands with grain at a cheaper medium price, for seven or ten years, than America has done, or probably can do; for the consequences of the late revolution in America must be an increase of the value of labour, and the dearness of every staple commodity, among other causes through the number of people that their armies, and other establishments, have drawn away from productive employments, and various other circumstances, have dispersed. France has the good policy to encourage her own agriculture, by prohibiting the importation of these articles from foreign countries into her islands, or any other articles which the mother country can supply.

As long as the British West-India islands have the monopoly of the British markets, by the exclusion of foreign West-India produce, on the same principle the British dominions should have the monopoly of the flour trade to those islands, and then the free export of flour from Britain and Ireland should in all cases be allowed. The home consumption would be little affected by the quantity consumed in the British West Indies.

Indies.

BISCUIT.

It is informed, that Ireland produces corn as cheap as any other country at this time, and is probably more so in the future, that a grain at a price for ten years, can do; for in America labour, and commodity, among the people that have drawn, and various France has in agriculture, these articles lands; or any country can

the islands have, by the export, on the opinions should trade to those of flour from sales be allowed. little affected the British West Indies.

American Exports to the West Indies. 139

SALTED BEEF AND SALTED PORK.

Indies. Ireland generally produces more corn than she consumes.

Nova Scotia, or St. John's island, cannot for some time spare much grain, as they are new settlements. They plant summer wheat as in Canada; but from the shortness of the summer, and because the planters are not in good order sufficient to take all advantages of the season, and are not acquainted as yet with all the adequate methods that may be known in a more advanced state of settlement, the summer wheat is apt to blast; the settlers, therefore, act injudiciously in giving themselves up so much to the culture of wheat. These countries grow fine barley, good rye, and tolerable oats; and as these grains are not subject to the accidents peculiar to new-settled northern countries, they should therefore principally cultivate them and * peas, at least for the present. Lower Canada grows summer wheat. Higher Canada, which is the great granary, grows both summer and winter wheat.

*Salted Beef, Salted Pork, Butter, Candles,
and Soap.*

No quantity of beef was exported from any colony but Connecticut. The merchants of New

* The author of the West-India Committee's Considerations, &c. falsely asserts, that peas have never been exported from Canada. In the year 1772, 5,658 bushels; and in 1773, 7,067 bushels were exported from thence.

SALTED BEEF AND SALTED PORK.

York, Philadelphia, and Rhode Island, were supplied from thence and New Jersey. American beef is tolerable when it has a quick passage to the West Indies; but the barrel when once opened, must be quickly used, lest it become rotten. Massachusetts salted some for exportation and for the navy, of a much inferior quality to that of Ireland, and not so well cured. There is but little in Virginia. The beef of the provinces south of Pennsylvania is not good. Connecticut supplied more than all the other American States. The southern States make very little use of salted beef; they have but few ships to victual, and their slaves are fed on Indian corn and rice: they export a very small quantity. On the back part of the Carolinas and Georgia great herds of cattle are bred, very small and lean; they run wild in the woods: the mildness of the winters enables them to live without expence. The settlers fatten as many in the inclosed pastures and meadows as they want for home consumption, and they are usually fat in the wood pastures in October. However, they suffer very much from the fly, which greatly checks their fattening. The wild cattle, when lean, are sold for a guinea, or a guinea and a half, to persons who drive them to Pennsylvania, where they are fattened for the Philadelphia market. The want of a demand may be the cause why the settlers on the back part of the Carolinas and Georgia have not as yet improved the breed of cattle, and fattened them for exportation.

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American Exports to the West Indies. 141

SALTED BEEF AND SALTED PORK.

exportation. Their attention has been given to their staple articles—rice, indigo, tobacco, and Indian corn: but having fine pastures in the back country, there seems to be nothing to prevent them, when there is a sufficient demand in their sea ports. It is not long since they discovered they could make as good pork as their northern neighbours, and they can afford it one third cheaper; their winters being mild, there is no expence attending the hogs till they are fully grown; and Indian corn, the best food for them, is 30 per cent. cheaper in the southern than northern States; but the American pork in general is not of a good quality. Some has the same fishy taste we discover in wild fowl, which arises from their being fed upon fish, especially in Carolina. The Burlington pork, however, is very good. The hams are well tasted, but lean; these were brought to the West Indies in considerable quantities. The Carolinas raise a prodigious quantity of hogs, and can feed them at so little expence, as before mentioned, that pork can be afforded there much cheaper than from England and Ireland, but it is by no means so good as that exported from the latter; it does not keep so well: The fat of the Carolina pork is softer. The American pork is generally very fat, and suits the fisheries. Our remaining colonies are not as yet far enough advanced to afford pork for exportation, but their beef and mutton, butter, &c. are far preferable to that of the more southern

SALTED BEEF AND SALTED PORK.

southern provinces. The Canada pork is very good.

American beef does not keep so well as the Irish; salt hardens it, and eats up the fat and juices. At present, beef undoubtedly may be imported cheapest and best into the West-India islands from Ireland, where the salting of it is better managed than in any part of the world; however, the price is greatly raised within thirty years. Cattle are raised and fed cheaper there, and even in England, than in any other of the maritime countries in Europe. The southern parts of Europe are not good pasture countries for cattle; and in the northern, the great severity of the winters gives England and Ireland the advantage. Some good beef is imported into St. Croix and Eustatius from Holstein. Cheese, in no great quantity, and of a bad quality, has been sent to the West Indies from America. The countries that can raise and feed cattle the cheapest, can in general afford to undersell others also in the articles of butter, candles, and soap. Very little American butter is sent to the West Indies: it very soon spoils on being exposed to the air; and as the same may be said of their beef, neither of them, at least for some time, are likely to become articles of commerce, so as to interfere with Ireland. Vessels from thence frequently carried butter to America; and when the price was low, or there was a probability of its selling to advantage in the islands, it was re-exported

American Exports to the West Indies. 143

SALTED BEEF AND SALTED PORK.

exported there. Considerable quantities of white soap were exported from different parts of America to the West Indies, much inferior to British or Irish, but it was improving much; and some time before the war, there was a kind of soap, called Bastard Castile, made at Philadelphia, much esteemed. The southern States must take some butter, soap, and candles from Britain and Ireland. The West Indies will take a large quantity of those articles and salted beef*. A considerable quantity of candles and soap used to go from England to America. Our islands were never well supplied with soap from England; they got a considerable quantity from the Dutch. There is a drawback on exportation of 1d. per pound on candles, and 1½d. on soap. If the trade with the West Indies should be laid open, Britain and Ireland may lose the soap and candle trade. Russia exported 350 tons of the last article in 1782, to different parts: she has lowered the duty on candles when exported. As our West-India islands have the monopoly of the British and Irish markets, it is no more than equal that they should take from us whatever we can supply †; though perhaps they might get some articles

* In 1775 Jamaica imported from Ireland, beef, pork, butter, and herrings, to the amount of 79,810l.

† Mr. Edwards fancies the British isles cannot furnish the British West Indies with provisions. Ireland exports

144 *American Exports to the West Indies.*

SALTED FISH.

articles cheaper elsewhere. That we might get West-India produce much cheaper than theirs is well known.

Annual export from North America to the British and foreign West Indies, on an average of three years, viz. 1768, 1769, and 1770 :

Beef and pork, - - - 28,218 barrels.

Soap and candles, - - - 71,701 lbs.

Tallow candles, - - - 62,193 lbs.

Cheese, - - - 55,394 lbs.

Lard and tallow, not in candles, 172,587 lbs.

The quantity of beef and pork exported annually, on an average of three years, viz. 1771, 1772, and 1773, 23,635 barrels, of which, to the British West-India islands, 14,992 barrels.

SALTED FISH,

From many circumstances, can be sent from Newfoundland, Nova Scotia, and St. John's, to the West Indies, cheaper than from the American States. Mackerel may be caught on the British coast, and sent to the West Indies, nearly, if not quite, as cheap as the planters used to get them from the American States, allowing a bounty equal to the duty on the salt with which they may be cured. It may not be improper to allow a farther bounty on the exportation, as this business would

ports about 270,000 barrels of beef and pork. The British West Indies, before the contest, imported from North America about 15,000 barrels annually.

SALTED FISH.
 dollar and a quarter per barrel. They were put up tolerably well at Philadelphia and some parts of Maryland, but sold for double the above price: the best were very much inferior to the Irish or Scotch herrings. Both the mackerel and herring fishery on the coast of America should be discouraged.

Under the article whale and cod fisheries may be seen the quantity of fish sent to the West Indies.

It can hardly be supposed, that any Englishman will wish to give any share of our markets to rivals in the fisheries. If any monopoly can be supported, this certainly must: it is most essential to our marine, as well as our commerce; and, if we allow even small American vessels with provisions to come to our islands, they certainly will acquire this trade. The islands* must be supplied with fish immediately from Newfoundland †. The vessels employed in this trade may return with rum in barter, or proceed to the southern whale

* Mr. Edwards is apprehensive the British fisheries in America and Europe cannot supply the British West Indies. Newfoundland, Canada, and Nova Scotia, export above 700,000 quintals of dried fish. The British West Indies consume about 100,000 quintals.

† Since the intercourse with our West-India islands in American bottoms has been cut off, between forty and fifty vessels have been loaded with fish at Newfoundland for these islands, and a considerable number of them returned loaded with West-India produce.

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fishery; but, at all events, the Newfoundland fisheries should be encouraged from Ireland, the south and west of England, the west of Scotland, the Orkneys, and Shetland, by bounties, by privileges, and by every means possible. It is repeated, that the whole proceeds of the Newfoundland fishery were remitted to Britain, but it is said not above a third of the New-England fishery was remitted to this country, cash of the produce of the countries to which the fish was carried being taken in return to New England.

A great quantity, nearly a third, of the fish of America went to the West Indies, including the fish that will not do for European, &c. markets, which is sent for the negroes. The loss of the supply of our islands will certainly be as disadvantageous to the Americans as the monopoly of it will be advantageous to us. But as we have given the Americans (with what policy it is not necessary to mark) the fisheries of Newfoundland, Nova Scotia, St. Lawrence, &c. which we denied to Spain and Holland, they will have some share in the trade which is most to be coveted by us.

LUMBER, viz. — Staves and Hoops, Scantling, and Timber for House and Mill Frames, Boards, Shingles, &c.

From the great plenty of timber in Nova Scotia and Canada, and the beginning scarcity of it near

LUMBER.

water carriage, especially in the middle and three of the northern States, most of these articles may be imported from Nova Scotia and Canada on as good, if not better, terms than from the States. Whenever the lumber of Canada is mentioned, that of the State of Vermont should be understood to be included; the quantity there is immense, and can only be exported through Quebec. Hoops for sugar hogheads are often carried from England. Ships going to the West Indies have only a light freight, and carry out this article; and it will answer to carry from hence staves and boards, and they are of a superior quality. Our sugar ships might generally go out full, if all our stores went from Britain, particularly coals for the distilleries, oats for horses, and other grain, and provisions for the slaves. Great part of the rum puncheons are now sent from England. As workmanship is dear in the West Indies, they are finished here with iron hoops, and filled with provisions or dry goods, by which the freight of the puncheons is saved. The best American rum-puncheon staves came from the middle and southern Colonies; but they were considerably dearer than from other parts of that continent. The white-oak staves of Canada are superior to those of the New-England staves, and equal to those of the middle States; so were the boards and scantling exported from that Colony. The American wood hoops were not used for sugar, only for teirces and molasses hogheads.

At

At Jamaica, the sugar staves are mostly made on the island. The necessity the States will be under of exporting their produce, will oblige them to sell to our shipping that may come for it, all sorts of lumber. Timber cutting and the business of the sawmills would greatly decrease if they do not. There is little prospect of new markets for them. Before the war, the Americans glutted the West Indies with lumber to such a degree, that this trade was supposed to be at its height. Nova Scotia will, at least for some time, have little else to depend on but her fisheries, provisions, and cutting of lumber; and it is found that province has plenty of white oak for rum-puncheon staves, and red-oak staves for sugar and molasses casks, with plenty of timber for all other purposes. Nothing shews more strongly the disposition to give false impressions, than the attempts to prove Canada and Nova Scotia cannot supply lumber, because they formerly had not that trade, and the exports of that kind were inconsiderable. It might as well be said, that the American States could not provide lumber, because they did not do so before they were settled. The preparation of lumber is in a very considerable degree a manufacture, and requires much more than the bare operation of felling trees. This business must now take place very rapidly in our remaining Colonies. The great influx of inhabitants will require great quantities of land to be cleared. Many sawmills are already erected in Nova Scotia.

From

At

LUMBER.

From the country adjoining to Passamaquaddy and New Hampshire the greatest quantity of lumber went to the West Indies. There is oak of different kinds on the several large rivers of Nova Scotia, which empty themselves on the western and south-western shores of the gulph of St. Lawrence. No inconsiderable quantity of lumber, sent from America to the West Indies, was transported in Bermuda vessels.

If Britain will grant a bounty upon lumber for a limited time from our remaining Colonies, they would soon supply our West-India Islands; and such a step would alarm the Americans, lest they should lose the whole of this trade. The idea of their withholding their lumber for any time from our shipping, is too trifling to require attention.

Lumber exported from North America to the British and foreign West Indies in 1770:

Pine boards and plank	-	33,429,458	supl. feet.
Oak ditto	- - ditto - -	1,292,710	do. do.
Hoops	- - - - -	3,817,899	number
Staves and heading	- -	11,116,141	do.
Shingles	- - - - -	38,928,857	do.
Pine timber	- - - - -	315	tons
Shaken hhds. chiefly returned full of foreign molasses.	} }	6299	number

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Lumber

American Exports to the West Indies. 1751
 LIVE OXEN, SHEEP, &c.

*Lumber Imported from North America into, and
 actually used in, the British West Indies in 1770:*

Pine and oak boards, plank	} 21,271,955 feet
lathing, &c. &c. - - -	
Staves and heading - - -	7,200,000 numb.
Hoops - - - - -	1,958,411 do.
Shingles - - - - -	15,483,542 do.
Pine timber - - - - -	200 tons
Oak timber - - - - -	95 do.

*Live Oxen and Sheep, Poultry of every Kind,
 for fresh Provisions, &c. in the Islands.*

A considerable number of oxen and sheep have been sent from New England to the Windward Islands, but not to Jamaica; that island stands in little or no need of these articles from America, or of horses, except for the saddle. Mutton is not a general food in the islands; a good many sheep are however bred there, and the mutton is good. Nova Scotia and St. John's may raise oxen sufficient for the islands, having fine pastures. The British army and inhabitants in the town of Boston, during the blockade in 1775 and 1776, were supplied with fresh provisions of every kind from thence; ten years before, Halifax was in a great measure supplied from New England with fresh provisions; and had not the demand during the

WAR

152 *American Exports to the West Indies.*

RICE, INDIAN CORN, AND TOBACCO.

war been so very great, fresh meat would have been under two-pence a pound in Nova Scotia, from its own produce. Poultry will probably be purchased as cheap in Canada as in the American States, as corn is as cheap or cheaper there. Near 4000 dozen of poultry were imported into the West Indies annually before the war, chiefly by the Bermudians, who also imported large quantities of onions. On an average of three years, viz. 1768, 1769, and 1770, 3257 live oxen were annually sent from North America to the British and foreign West Indies, and of that number 2032 were sent from Connecticut alone. About 1000 went to our islands; during the same period 18,439 sheep and hogs were annually imported into the West Indies, mostly from Rhode Island and Connecticut; but of these, only about 4000 went to our Islands,

Rice, Indian Corn, and Tobacco.

The quantity of rice which went to the West Indies, and principally from South Carolina and Georgia, was not in proportion to the quantity of Indian corn imported into those islands. The latter came chiefly from Virginia and North Carolina. The planters raised provisions for their negroes in a great measure during the war; and it would always, in a certain proportion, answer. Bermuda vessels will bring as much of these articles

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American Exports to the West Indies. 153

RICE, INDIAN CORN, AND TOBACCO.

articles as are wanted cheaper than the vessels of the American States, and they have been in the habit of supplying our islands in a great measure. Indian corn may be raised as well in Nova Scotia and Canada as in New England; those provinces having had hitherto little intercourse with the West Indies, they neglected the cultivation of that article. However, Indian corn is raised with difficulty in the northern Colonies; the cold is too great. In the southern parts of Canada wheat answers better. Rice is only used for negroes when at a low price, nor is it necessary except for those who are sickly, and the quantity required for them is not considerable. The price of that article, before the war, was generally regulated by the price of common flour, which was preferred as a more substantial food. Indian corn is required in Jaimaica more for horses than negroes, who chiefly depend on plantains and ground provisions, and seldom use much corn, unless when these fail. Peas, beans, and oats were, during the war, sent from hence, substituted in the place of Indian corn, and were found to answer well.

Oats, beans, stores, and provisions, to a very considerable amount, go from Britain, and the advantage of supplying them should increase. The taking every thing however from the port of London, imposes in some cases an unnecessary expence on our islands. This arises partly from the advantage of assorting cargoes in the port of London, and partly from the circumstance of

sugar factors generally fixing themselves there; but in many cases, stores and provisions might be shipped from the ports that can supply them cheapest.

Little except manufactured tobacco is introduced into the West Indies for consumption there; nearly enough is raised in the islands for the use of the negroes: tobacco was first the growth of St. Christopher's, and sold in England about the year 1630, for a Jacobus per lb.

The quantity of rice imported into the British and foreign West Indies annually, on an average of three years, ending with 1773, was 28,337 barrels, of which 20,563 barrels were imported into the British West Indies.

Annually, on an average of three years, ending 1773, there were exported from North America to the British and Foreign West Indies 558,871 bushels of Indian corn, of which were imported into and consumed in the British West Indies 401,471 bushels.

A F R I C A N T R A D E .

As to the African trade, Congress and some of the general assemblies have declared against it; but the Carolinas and Georgia at least, must

continue

continue it*. (It is said, negroes only can stand the work in those hot climates. Rice, indigo, and tobacco cannot for some time, if ever, be raised to advantage without slaves; but the importation did not keep pace with the increase. The price of slaves was lowered before the war; slaves born in the country were preferred, as seasoned to the climate. The slaves purchased in Africa by the American traders, were of an inferior low-priced sort. The northern States may attempt to supply the continent of America with slaves, for the sake of disposing of their rum, a large quantity of which they used to send to Africa; but this trade will now be difficult to them, and they will want British credit. If it must be carried on, it should be thrown into the hands of Bristol, Liverpool, and Glasgow, by allowing the slave ships, on their return from the West Indies, to bring back rum, to be stored in the King's warehouses, till they fit out again for Africa, without being charged with any duty or expence but storage. This will open a new market for our rum, and will extend our trade to Africa, which used to be supplied from the New-England distilleries. The number of negroes imported into North America annually, on an average of three years, viz. from 1769 to 1773 inclusive, were 6210, amounting, at 401.

* The Americans are now (1784) contracting with our merchants for a large number of slaves.

each, (which is a moderate price) to 248,400l. sterling. The number of slaves imported directly from Africa into the British West Indies, in 1773, were 23,743, which at the same price amounted to 949,800l. It is not probable that all nations will give up this cruel trade:—benevolence is not so general:—the trade is said to be necessary; but although it be very advantageous to England, and even if it were infinitely more so, the discontinuance of it is much to be wished, unless we can learn to treat the negroes better. In some parts of America they are used better than in our West-India islands, and the French use them still better than the Americans.

FROM

FROM the foregoing state of the imports and exports of America to and from Europe and the West Indies, a judgement may be formed of their natural course and tendency — of their importance, — and of the measures that should be adopted by Great Britain; or rather, it appears, that little is to be done, and our great care should be, *to avoid doing mischief*. The American States are separated from us and independent, consequently foreign: the declaring and treating them as such, puts them in the only situation in which they can now be *. Friendly, indeed, we may yet be, and well disposed to them; but we should wait events rather than endeavour to force them. Nothing is hazarded; no hidden mischief is to be dreaded; and, relying on those commercial principles and regulations under which our trade and navy have become so great, Great Britain will lose few of the advantages she possessed before these States became independent; and, with prudent management, she will have as much of their trade as it will be her interest to wish for, without any expence for civil establishment or protection. The States will suffer, — they have lost

* That the American citizens are no longer to be considered on the footing of British subjects is surely put out of doubt, by their renunciation of allegiance to this country, and by our ratification of the Preliminary Articles; but it should be put out of all doubt by act of Parliament, for many weighty commercial as well

FROM

lost much by separation *. We shall regret the money that has been squandered; but it is not probable our Commerce will be hurt; and it is certain the means of employing and adding to our seamen will be greatly increased, if we do not throw away the opportunity.

The Navigation † act prevented the Dutch from

well as political considerations. It is incumbent at the same time to acknowledge as British subjects, those faithful Americans and Non-jurors, and all those who may emigrate at least within a limited time, into any part of the British dominions, and there take the oaths of allegiance.

Before the year 1776, scarce a man in America had the idea of separation from this country. The wish of the Americans was, independance of the British Parliament; but having taken arms, they went farther of course. The wish to be independant of Parliament, at least as to interior management, was founded in good sense; but the advantage will be found by no means equal to the disadvantage of separation. If taxes had been raised in America by authority of Parliament, they would have been spent there. The only other advantage gained by America, is, freedom from having improper persons sent sometimes from hence as governors, judges, commissioners, &c.

† The Navigation act was first enacted in the time of the Usurpation in 1651, and re-enacted on the Restoration, with some variations, as appears by Scobell's Collections. The principle of this act was interwoven by

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from being the carriers of our trade. The violation or relaxation of that act in favour of the West-India

by James I. and Charles I. into the colonial system. The Parliament and Cromwell only enforced what the foregoing kings had introduced. The Parliament of Scotland upon the re-enactment of the Navigation act by the Restoration Parliament, thought their country ruined by it. They sent to London three Peers to solicit a relaxation of it as to Scotland, but they did not succeed. From this anecdote it appears, that the Parliament and nation would not relax their favourite system even in favour of fellow subjects, which the Scots then were; far less ought the Parliament now to relax in favour of aliens and rivals in navigation. The tonnage of England in Elizabeth's reign (1581) was 72,450 tons, and the seamen of all kinds 14,295. At the time of the Restoration the commercial tonnage of the kingdom was 95,266; on establishing the Navigation act at that time, the tonnage augmented in fifteen years to 190,533; in twenty years more, that is, about the year 1700, it had increased to 273,693; in the year 1750 it mounted to 609,798, and in the year 1774, the year before the American disturbances began, it had risen to 798,864.

A fifteenth should be added for the tonnage of Scotland, to shew the total amount of British commercial tonnage. But this being the registred tonnage, it is usual, in order to find the real tonnage, to add one third, as the quantity given in to the register is upon an average about a third less than the real measurement, in order to evade duties and expences, such as lights, &c. On the other hand, this may be more

West-India islands, or of the American States, will give that advantage to the New-Englanders,

than counterbalanced by the tonnage being in many instances repeated two or three times, or as often as the vessel sails from port in the same year. It is obvious, that this mode of calculation may be uncertain; the comparative increase of tonnage is determined, but not the exact quantity. The following account however may be depended on.

The number of ships, &c. their tonnage and number of men belonging to South Britain, on an average of three years, ending 1773, accounting each ship or vessel, her tonnage, and number of men, but once in each year, the repeated voyages not being included,

FOREIGN TRADE.

Ships.	Tons.	Men.
2719	335,583	30,771

COASTING TRADE.

Ships.	Tons.	Men.
3458	219,756	15,244

FISHING VESSELS.

Ships.	Tons.	Men.
1441	25,339	6774

TOTAL.

Ships.	Tons.	Men.
7619	580,579	52,789

landers*, and encourage, to the greatest degree, the marine of America, to the ruin of our own. The

At the time of establishing the Navigation act, the foreign tonnage cleared outwards was equal to half the English tonnage. About the year 1700 it was considerably less than a fifth of the English. About the year 1725 it was little more than a nineteenth part. In 1750 it was rather more than a twelfth part; and in 1774 it was considerably less than a twelfth.

The immediate great effect of the act in question, and the gradual great effect since, surely speaks sufficiently. Is it necessary to add more to induce Englishmen to support that inestimable law?

When the last edition of this pamphlet was published, the author had not then had the advantage of reading *The Estimate of the Comparative Strength of Britain during the present and four preceding Reigns*, by George Chalmers, Esq. Those who wish for fuller information relative to navigation, will there find it. The man the best informed will derive benefit from an attentive perusal of it; the idle, and those of many avocations, will find in a small compass, and well stated, that which required great industry to draw from the best and most authentic documents, and much good sense and ability to arrange and illustrate, relative to shipping, trade, customs, coin, and population.

* And to them only, for none of the other states have at this time any shipping; but the bill will, in the most effectual manner, encourage the several provinces to raise shipping. Should the West-India trade be laid open to ships carrying the flag of the American States, their allies, the French and Dutch, will avail them-

The bill, in its present state, allowing an open trade between the American States and our islands, relinquishes the only use and advantage of American Colonies, or West-India islands, the monopoly of their consumption, and the carriage of their produce; for that object alone we could be tempted to support the vast expence of their maintenance and protection. Our late wars have been for the exclusive trade of America, and our enormous debt has been incurred for that object. Our remaining colonies on the Continent, and islands, and the favourable state of English manufactures, may still give us, almost exclusively, the trade of America. But the bill grants the West-India trade to the American States on better terms than we can have it ourselves; and these advantages are bestowed, while local circumstances insure many others, which it is our duty to guard against rather than promote. It makes it the interest of our merchants to trade under the American flag. Shipping may be had in America at much less original expence than is required here; but the quality is greatly inferior*.

It

selves of it, as they did of the Imperial in Europe, and our islands will soon be as much crowded with foreign shipping as the port of Ostend has lately been.

* The timber, masts, and yards are much cheaper than in England. Oak timber, 18s. per ton; oak plank, 5l. per 1000 feet. In the New-England States, vessels are built and equipped from 7l. 10s. to 8l. per

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It also makes it the interest of our remaining colonies in North America, (for whom no advantages

ton. The shipping of the middle Colonies were more esteemed, and cost per ton, timber and building, 4l. total building and equipping from 8l. to 8l. 10s. The shipping of the southern Provinces, the timber being live oak, (of which however there is no quantity in America, and what there is is confined to the Carolinian coast) cost, per ton, 5l. 10s. and from 4l. 10s. to 5l. more for equipping. The shipwrights and caulkers had from 2s. 6d. to 4s. 6d. per day, wages. Philadelphia shipping is inferior to Carolina, much superior to Virginia and New York, and greatly superior to New-England shipping. The medium peace price in the river Thames for a vessel about 300 tons, handsomely finished and painted, is 9l. per ton, and about 150l. for masts and yards. Rigging, stores, &c. about three fourths value of the hull. Vessels built at Hull, Whitby, &c. about 30s. per ton less. Masts and yards nearly the same. On our southern and western coast, ships are built for about 20s. per ton less than in the Thames. The shipping of our out-ports is equally good as the best American shipping, whose timbers are of live oak. The wages of an able seaman in America, are ten dollars, or 45s. per month. The common peace wages of seamen in merchant ships in England, are from 25s. to 30s. per month. The navy wages are 22s. and 6d.

From this investigation it might be doubted, whether the Americans can navigate cheaper than we can: yet, as to the value of the shipping, it may be added, from good information, that so inferior in general is the New-

tages are reserved by the bill in question) to be as independent as the American States, in order to have their trade as open. But setting aside every advantage in favour of Britain, the West-India planters act contrary to their own interest: they court their future ruin by contending for giving up any part of the carrying trade in favour of the Americans: it is placing themselves on an unnatural dependence; for should the Americans work themselves in, so as to make the islands dependent on them for supplies and shipping, (which probably would happen in a few years) they would then have it at all times in their power to make the planters feel what they now dread without any reasonable cause.

It is the policy of France and Spain not to suffer foreign vessels to trade to their islands and colonies, and our own maxims have hitherto been the same; but the bill, without the least necessity, gives us this most necessary restriction, and our whole com-

England shipping in materials, building, and equipping, that a vessel which costs 700l. there, would, if well built in Britain, be worth 1600l. It is said, that the New Englanders used formerly to build for sale, as low as 2l. 10s. per ton. It must only be the New Englanders that can navigate cheaper than us. The sea vessels belonging to Philadelphia, registered and partly owned there, (England and Ireland having shares) never amounted to 280 sail at any period; registered tonnage about 15,000, real tonnage about 22,000; yet it seems

the

commercial system. The French, indeed, opened the trade to their West-India islands in 1779, to neutral nations, that they might take every seaman they possibly could for their navy, and to preserve their islands from starving. The consequence would soon have been the destruction of their navy, as it was, for the time, of their trade. Ships from all parts went to their islands, and carried the produce wherever they pleased. West India produce became scarce in France at the time it was plentiful in the north. The revenue failed. France lost one million and a half sterling, and the same or greater loss would have been annually repeated as long as the war continued. There was

the general opinion of men well acquainted with the commerce of the middle and southern States, that in the provinces from the Cape of Florida to Philadelphia, inclusive, there are not 400 American-born sailors, exclusive of masters and mates. The United Provinces of Holland, consisting of about the same number of inhabitants as the American States, including negroes in the latter, viz. two million and a half, notwithstanding they have so great a share in the carrying trade, have not above eight or ten thousand national sailors at the most, (part of these are engaged in the fisheries, and having property, do not engage in war) the rest of their sailors are Germans, or from the north of Europe, and may amount to 25,000. In Holland there is no regulation as to the number of Dutch-born seamen on board each merchantman, to which, in a degree, the few Dutch seamen, and the decline of their marine, may be attributed.

an end of the trade. There was no nursery for seamen left, and if the war had continued, several ships must have been laid up every year for want of sailors. Representations came from Bourdeaux, Nantes *, &c. and immediately on the signing of the Preliminaries, the permission for neutral nations to go to her islands was withdrawn † : and so jealous had the French been of the trade of their islands, that before the loss of Canada and Louisbourg, those colonies were not allowed a direct trade to them, and France has had the good sense, by her treaty with the American States, to withhold the very thing we are seeking to give up ‡.

By

* No less than twelve capital houses in Bourdeaux, and in the other sea ports of France, failed in the space of a fortnight.

† The same was done at the Havannah.

‡ France has allowed the importation from America into her islands of such articles as the French dominions cannot furnish: this excludes American flour, and includes only lumber and some articles of provisions. The edict is so expressed, that it may, in some respects, admit of such interpretation as the Governors of the islands may chuse to put upon it. This uncertainty affords little advantage to the Americans that they had not before. The misrepresentations of the French edicts, by the writers in favour of what is called the West-India cause, can hardly be imputed to ignorance alone. It is difficult to conceive that men can have so little regard to character, as to make the assertions

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By any violation or relaxation of the Navigation act, the act will be entirely lost as to Ireland: that kingdom expressly adopted it only as long as it should remain unaltered in Great Britain. It is a principal tie between the two countries. But, besides the loss of the act, as far as it confines Ireland, we should involve ourselves

assertions they do on that and other parts of the subject. It is well known, that the Americans have no other advantages in the French islands than those they had before the War. The French are not such miserable politicians as to give up the principal advantages to be derived from their islands, or to suffer the Americans to supply or carry any articles they can supply or carry themselves. No longer restrained by our Navigation laws, they will send vessels from their West-India settlements to the American States, and will altogether, perhaps, gradually exclude American vessels from their colonies, in proportion as they feel the benefit of this new navigation. They know that the admission of American vessels in the most limited manner into their islands, introduces smuggling and fraud to a very great degree. They may bring every thing they want in their own vessels, either from the Spanish settlements, or from the American States.

The restraints which the Americans find at the French West-India ports, are such at this moment, that their resentment against their new ally is scarcely inferior to that which has been expressed against the English. Indeed, it is said to be greater, because they vainly expected to be courted by the French. Their friendship is now of little consequence to that nation.

most seriously with that kingdom in another respect. Ireland received, as a right, every advantage she has lately acquired, except the participation of the monopoly of the West-India consumption of British products and manufactures; for that she was thankful; and, in return, passed the act which increased the duties on sugars, and other West-India articles, and engages to augment them farther in proportion to the duties which may in future be imposed upon them in Great Britain, and lays prohibitory duties on similar articles from foreign islands. By this bill that monopoly would cease. Deprived of the advantage, Ireland will think Britain has done away the consideration that induced her to shut her ports against foreign sugars. The Irish act laying prohibitory duties is biennial, and will expire next Christmas; and it is not to be supposed, under the circumstance alluded to, it would be continued. Her redress might be to take foreign West-India goods; at least, she would not think it necessary to charge her own consumption of sugars with higher duties than are required from America. She will expect to have West-India goods on as good terms as the American States, now become foreign. West-India planters therefore should consider, whether a direct trade to the American States will recompense them for the loss of the Irish consumption; and Parliament should consider what would be the state of smuggling from Ireland into this country, if
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Ireland should become the repository for foreign West-India goods, or of our own, under low duties.

The representation of the Committee of West-India planters and merchants to the King's Ministers, sets forth, that "the permission of American ships, as heretofore, freely to bring the produce of the dominions of the American States to the sugar colonies, and take back the produce of our islands in return, is obviously essential." The wool-growers of England might equally say, a free exportation of wool is obviously essential to their interest; but an unqualified exportation would put an end to our most valuable export of woollens: it would enable France to undersell us. It has been said, that the islands cannot exist without an open trade to the American States; in answer, it may be asked, how they have existed during the war, when even Canada or Nova Scotia, and also England and Ireland, were not open to them without great expence and risk? They got their lumber by prizes, and through neutral islands*; but not so much as may now be got immediately from Canada and Nova Scotia. The lumber in general of those colonies is as good as any in America, and may be soon sent cheaper than it could from the revolted provinces in their present, or any probable state; their number of hands is lessened, and their taxes are increased.

* Jamaica had lumber from the Mississippi and Florida.

Some little time may be necessary, before a full supply of all the articles they can produce will be obtained; but it will be better for this country to allow a bounty on lumber, conveyed in British vessels from Canada and Nova Scotia to the West Indies, or even from all parts, for a limited time, unnecessary and extravagant as it may be, than to sacrifice our carrying trade *. However abundantly our remaining colonies will be able hereafter to supply our islands with lumber, that trade may not be sufficiently established as yet to secure an immediate supply. The islands might therefore have some reason to complain, if they were limited to those colonies, but they are not confined in bringing it from any part in British shipping. Every place is free to them, that was open before the war. The supposition that the States will, for any time, refuse their lumber, and lose their market, is too ridiculous to be insisted on.

New York and Pennsylvania will, without doubt, be unwilling to relinquish the advantage they formerly had from the freight of the flour they send to the British West Indies; but the southern States (from whence the islands drew their great supply of lumber, and the only two articles of provisions for which they are in any degree

* In general, as to the bounties, we had better withdraw them in as many instances as possible, and take off duties on raw materials imported, at least to the amount of the saving from bounties. Great savings might be made in preventing fraudulent payment of bounties.

dependent on the States, viz. rice and Indian corn) having little or no shipping of their own, will hardly be brought into the measure of burning their timber in the fields, rather than make it into lumber and sell it to our shipping; nor will they suffer their corn and other provisions to waste in their barns, in order to throw into the hands of the New Englanders, in preference of us, the profits of the carrying trade; on the contrary, it is probable the southern Provinces will, for several reasons, prefer trading directly with us; and, among others, because they will wish to divide with us the profits, which the New Englanders had on their produce. It is difficult to say what may at first be the effect of disappointment, ill-founded resentment, and ignorance. But, it may be observed, that if the Americans should prohibit or exclude our ships from their ports, in consequence of what they are pleased to call restrictions on their trade, they will deprive themselves of the best market for a principal part of their produce, for which they can find no other; the amount of which consumed in the British West Indies, on an average of three years immediately preceeding the war, was 500,000*l.* as valued at the ports of exportation, and they will thereby entirely forgo a balance of 245,000*l.* yearly in their favour, paid in bills of exchange and specie; but neither Congress, nor all the assemblies and committees in America, could en-

force a measure so injurious to the interest both of the American planter and merchant.

Under the article of wheat, it has appeared how amply Canada may supply our islands. It appears also, that no part of America furnishes greater advantages for ship building than our remaining colonies. The oak of Canada is heavier, and much more lasting, than that of New England. In short, it is unquestionably a fact, that Nova Scotia, Canada, and the island of St. John, may soon become capable, with very little encouragement, of supplying our islands with all the shipping, fish, timber, and lumber of every kind, and with mill or draught horses, with flour, and several other articles, they may want; and Bermuda shipping alone might supply the islands with fresh provisions and such articles as will be wanted from the southern States, viz. Indian corn and rice.

The number of loyalists that have been driven from their estates, on account of their adherence to the interest of Great Britain, and now settled in Nova Scotia and Canada, will have their lands to clear of wood, that they may raise corn and grass; and with the timber they cut down in clearing their lands, after supplying what may be necessary for building their habitations, they may be able, even in the year 1785, to furnish lumber for the British West India islands; and some years after, they will of course be enabled by industry, to increase the quantity; but, should they

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they and the former inhabitants fall short in supplying this article, and the American States prohibit the exportation thereof in British-built ships to the West-India islands, the deficiency can easily be supplied from this country at a moderate price; and the other articles of provisions, flour, &c. can be procured in the same manner from Britain and Ireland *, and our remaining North-American Colonies.

From the southern and eastern coasts of Nova Scotia to our islands, the navigation is shorter and quicker than from the American States. Vessels going from the latter are obliged to steer far to the east, to get into the trade winds. From the most leeward islands, the passage to the gulph of St. Laurence may be made in 15, 20, or 25 days, although 35 or 40 may be necessary to go to Quebec.

It should seem, that there must be some other object in reserve, which is not yet acknowledged, besides the cheapness of lumber and provisions, and a market for rum, to account for the eagerness, which some express, for opening the navigation of the West Indies. The assertion, that our

* It should be remarked, that the price of freight to the West Indies is much cheaper from Britain than from America, viz. above 30 per cent. which arises from this circumstance, that shipping from America to the West Indies has full cargoes, but from Europe comparatively very little. Half the ships from the port of London to the West Indies go out in ballast.

islands must starve if they are not opened to American shipping, is a curious instance of the ground on which men will be clamorous: possibly some deceive themselves; but the clamour may perhaps be accounted for, by the facility of deceiving the public on certain subjects; because few men will take the trouble, especially in matters of a complicated nature, of sufficiently informing themselves*. It has already been stated, that the Bermudians

* It is a well known fact, that our West-India plantations have been settled and extended, in no inconsiderable degree, upon the credit given by our merchants; and that, perhaps, not less than a third part of all the property in the islands is either owned by or owing to the inhabitants of this country. Under such circumstances, surely, the British creditor has a right to expect every kind of public security for his property thus invested, which he conceived he derived from the Navigation act; possibly in a great measure, from the idea of this security, he ventured to launch out so largely in a concern so distant from his immediate inspection. If the North-American States are permitted to become the carriers between the continent and the islands, a very favourable opportunity will be afforded to such of the planters as may wish to evade the payment of their debts to this country, when they find it more convenient to apply their crops to other purposes. Is it not a possible case, that they may in some instances sell a part, or the whole, of their crops to the North-American merchants, who, having established a credit here, will pay them one third in bills of exchange upon England, a third in lumber, provisions,

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mudians in great part supplied our islands with fresh provisions. Our remaining Colonies, or at least part of them, will soon equip small vessels, and carry on the same trade. If our islands are so helpless, and would rather sacrifice our marine than make so small an effort as to fit out vessels in addition to those of Bermuda, and our remaining Colonies sufficient to supply themselves with provisions and lumber, they deserve to suffer or to pay an extraordinary price. Even if they should be so helpless, no man can say, they will be subject to any other inconvenience than that of paying an advanced price for those articles; through the medium of foreign West-India free ports or American smugglers; and, at any rate, the inconvenience can be nothing, when put in competition with the object of our navigation, and the unforeseen mischiefs that may arise. Should smuggling into the

provisions, &c. and the remainder either in cash or bills, when the cargo is disposed of in Europe, and the merchant has availed himself of the proceeds? The planter may apply the money to discharge his engagements in the islands, in purchasing slaves to improve and extend his estate, &c. &c. whilst his British creditor may be put off from time to time. But the evil might not rest here. The North-American merchant would be furnished with a valuable commodity, which would establish his credit in Europe, and enable him to purchase those foreign manufactures, that would otherwise be imported into America, through the medium of Great Britain.

West-

West-India islands take place in the beginning, the increased price, from the risk, will be an inducement to the fair trader or British merchant, who in a short time will obtain the whole.

But it cannot be doubted, that some of the American States will sell lumber and provisions to any vessels that will go for them, otherwise they will not be able to sell them at all. They can have no other sufficient market. The argument is weak which says, hitherto lumber, in no sufficient quantity for our islands, has been brought from Canada and Nova Scotia, and therefore those provinces cannot supply them*. While the old Colonies fur-

* However extraordinary it may appear, it is an undoubted fact, that the various kinds of lumber used by the coopers, were brought even from the vicinity of Montreal and Lake Champlain, to the river Thames, and sent thence into the West Indies. If such a circuitous voyage could answer at any time, surely the same lumber during peace may go a direct voyage to our islands, and be afforded at a reasonable price. Lumber for the use of the cooper, which is brought over as dunnage in tobacco ships, is so plentiful now in the London market, that it can scarce be sold for an *o*nce. If we had plenty of saw mills in England, it would undoubtedly answer to send many kinds of lumber from hence to our islands. A cord of wood is as cheap or cheaper in Suffex (which is by no means the cheapest part of England) than in many considerable towns in America. This must arise from the different value of labour.

finished

nished such abundance, there was no encouragement for those infant Colonies. Nova Scotia was not sufficiently settled, and during the war the navigation to these parts was greatly interrupted. But the experience of the last eight years has proved incontestably, how little necessary the American States are to our islands; and that we have no occasion, especially with Canada and Nova Scotia in our possession, to make any sacrifice whatever on the part of Great Britain.

The French depend on their West Indies for the support of their marine; all their writers say so. Should we then neglect the same opportunity of supporting our own? It is well known, that the French settlements at St. Domingo alone employed before the late war 450 large ships in their commerce with France, and 200 smaller vessels in the West Indies and the two Americas. The French Leeward Islands, taken collectively, have hitherto kept pace with St. Domingo, or very nearly so; and it is certain that the trade of all the French Colonies put together, is not at this time carried on by less than 1000 ships, exclusive of coasters; the number of seamen raised and employed by this means is little, if at all, short of 20,000 men: the total produce of St. Domingo, in all its branches, is said to exceed that of Jamaica about one third*; at the same period the trade

* The difference of the bulk, as well as value of St. Domingo produce, arose almost intirely from the cultivation

trade of the latter island was carried on by 103 ships only, of about the same size, of which 233 were employed between Europe and Jamaica, and 77 of this number touched upon some part of the coast of Africa.

If the system is adhered to, of prohibiting small American vessels from trading with our islands, many hundreds of sloops and schooners will be built in our remaining northern Colonies, and our discharged seamen, who are now passing over to the Americans, will be employed; but if we permit small American vessels limited to 100, or even 60 tons, to come to our islands under pretence of bringing lumber and provisions, and carrying away rum, the business of the islands will be done principally by them; there will be no end of smuggling, and we shall raise a most numerous marine on the coasts of the southern States, where there is none now, at the expence of our own. By preventing American vessels from coming to our islands, we shall avoid, in a great measure, a mischief highly complained of, that they took cash* from thence. The Americans

carried
tivation of coffee. The weight of coffee exported from St. Domingo in 1776, was, to that of indigo and cotton, as 32,000 to 5,300: this will be sufficient to shew its importance as an article of freight, though the cotton and indigo together were double its value.

* It is calculated, that the proportions of produce sent from Kingston in Jamaica to North America, before the

war,

carried on a great trade to the West-Indies in small vessels from 70 to 100 tons, which they loaded with lumber, provisions, live stock, refuse, dried cod, mackerel, herrings, and other salted fish. These they generally sold in the British West-Indies for money, which they carried to the French, Dutch, and Danish settlements, where molasses were to be had 100 per cent. and other articles, such as coffee, cocoa, and sugar, at least 25l. per cent. cheaper than in the British West-Indies: with these molasses thus procured, they made that great quantity of rum consumed in America, and exported to Africa. Had it not been for the specie which the Americans took from our

war, were as follow: The southern provinces, i. e. Carolinas, &c. took rather more than half in produce, the balance in specie. The middle provinces, viz. Pennsylvania, &c. took about a fourth in produce, the balance in specie and sterling bills of exchange. The New-England provinces took not above one tenth in produce, balance in dollars, with which they immediately proceeded to Hispaniola, &c. American vessels used to clear out empty hogheads at the Custom House, and carry them to the foreign islands to be filled with sugar, &c. and thereby evaded the foreign duty in America. As long as the doubloons manufactured at Boston would be received at Jamaica, the New Englanders purchased the produce of the island; but after the Legislature was obliged to interfere, and to get rid of the bad money on hand, by means of a lottery, that island had not much of their custom.

islands, it would not have been possible for them to trade with the French to half the extent they did. The articles which the latter want from America did not amount to a sixth part, on an average, of the value of the West-India produce formerly consumed in America. French sugars, to a considerable amount, will not be smuggled on board, unless paid for in specie or bills of exchange, and French sugars cannot be loaded in American vessels but clandestinely; so that the Americans, not being admitted into the British West-India ports, they will not only be prevented from carrying away money, which necessarily diminished the quantity which would otherwise be sent to this country, but also the introduction into those parts by American vessels of foreign East-India goods, foreign linens, light cottons, and light shewy silks, &c. suitable to the climate of the islands, will be prevented; the American trade with the French settlements will decrease, and of course a more beneficial trade of barter between our islands and the American States will be promoted.

The owners of British ships, concerned both in the American and West-India trade, have long laboured under great disadvantages from the impossibility of their procuring outward freights for their vessels; this evil could not be remedied whilst the trade was carried on by a direct intercourse, because the manufactures of this country sent out did not require a tenth part of the ton-

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nage necessary for bringing home the produce remitted, either from the continent or the sugar islands.

In the trade carried on between America and the islands, this circumstance was exactly reversed. The lumber, provisions, &c. sent from America to the West Indies fully freighted the vessels outwards; but the produce of the islands received in return hardly afforded light ballast to the vessels, and this was particularly applicable to the British islands; because our molasses, which is one of the most bulky articles of West-India produce, was chiefly distilled into rum there; whereas the foreign was purchased by the Americans in an unmanufactured state; hence the freight from America to the West Indies, in the time of peace, was about 30 per cent. higher than from England to the islands. A few vessels from Great Britain, particularly from Liverpool and Glasgow, touched at America on their way to the West Indies. There were also other British vessels, which, whilst their cargoes were preparing in the islands, made a trip to the continent, and returned with a freight of lumber and provisions; but the trade between the West Indies and America was chiefly carried on in American bottoms. However greatly it might have been for the immediate interest of the mother country that all the supplies to the West Indies should have been conveyed in British vessels, such a regulation never was attempted; a bad system having taken place,

place, it could not well be altered; but the situation which America has chosen for herself, has relieved us from this difficulty, agreeable to the policy adopted by all Europe with respect to colonies.

A number of those vessels which probably would have remained unemployed in the river Thames, or other parts of this kingdom, until it was the proper season for sailing to the West Indies, will now set out two or three months earlier, touch at some port of America, and take on board a cargo suitable for the West Indies, where they will endeavour to arrive soon after the hurricane season is over, or in time to load for England with the new crop. The only additional expence, except some port charges attending this circuitous voyage, will be in the wages and victualling of the seamen for the difference of the time between a direct passage to the West Indies, and their touching at the continent. The freight and other charges upon a cargo sent in this way, would not amount to near so much as if shipped on board an American vessel sent directly for the purpose, because the British vessels would have a double freight, whereby both the merchant and planter, for the most obvious reasons, would be benefited; but it may be said, that though this plan might answer very well at a particular season, yet it would not support a regular and plentiful supply throughout the year. Vessels sail from hence at all times, except just at that period

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period which would bring them into the West Indies during the hurracane months, and then the intercourse with the continent is also in a great measure shut up. The British merchants settled in the West Indies will establish vessels in the trade, which will constantly ply between the continent and the islands, whereby the latter will receive an equal and regular supply; they will not be dependent on the American States; and that inconvenience will be removed, which has hitherto been too justly complained of, that the West-India markets are either glutted, or are not sufficiently stocked with the articles in immediate demand. The expences of repairing and fitting their vessels will be much the same, whether owned in the islands or the continent; for when in the ports of America, they will undergo the necessary repairs, and be supplied with such articles of provisions as may be had cheaper in that country than they can be imported from England.

The Bermudian sloops, which are generally from 80 to 120 tons burthen, are extremely well calculated for carrying on an exchange of produce between the islands and the continent; and the carrying trade having been professedly the business of the inhabitants of that island, there is no people who can conduct it to more advantage.

The Bahamas will also furnish a number of vessels. But if encouragement is given to the inha-

inhabitants of Canada and Nova Scotia, in raising provisions, cutting of lumber, and in the fisheries, a great number of small vessels will soon be built in these provinces, and the British West-India islands may be supplied with lumber in general and provisions, in British and British-plantation shipping, at as reasonable rates as they were formerly by American vessels, whereby this country will gain at least 245,000l. a year, which would otherwise pass into the hands of the American subjects*.

The value of the produce of the United States at their respective ports of exportation, actually consumed in the British West-India islands, amounted, on an average of three years immediately preceding the war, to 500,000l. To transport this produce to the West Indies, 115,634 tons of shipping were required. Lumber will occupy more than two thirds of all the tonnage outwards from America; being of small value in proportion to its bulk, the freight amounted,

* The New Englanders, no longer the principal carriers, will not now be able to undersell us in the article of fish, through the advantageous manner in which they carried on that business, from the constant employment they found for their fishing vessels in transporting to the islands American produce, at that season of the year when these vessels would otherwise have been laid up in their respective ports. This special advantage will now pass into the hands of the people of Nova Scotia.

on an average of the whole, to about 100 per cent. on the prime cost. The freight of live stock is full as high; and that of certain articles of provisions, such as Indian corn, amounted, in many instances, to nearly as much as the first cost of the article. It is the opinion of those conversant in the value of freight between America and the West Indies, that the charges incurred, such as interest for the time upon the value of the vessel, tear and wear, seamen's wages, provisions, &c. amounted to about 45 per cent. on the first cost of the general cargoes sent from America to the islands. The freight upon 500,000l. at that rate, is 225,000l. As the West-India produce taken in payment was also transported to the continent in American bottoms, the freight upon those cargoes must likewise be added. The value of this produce amounted, on an average of three years, in the West Indies, to 400,000l. per annum: a freight equal to 5 per cent. on this sum will be 20,000l. Thus the value of freight in the trade formerly carried on between the States and our islands was not less than 245,000l. a year, exclusive of the British vessels which touched at some of the ports of the States in their way to the West Indies, and carried freights thither.

Calculations, made on different grounds, to prove the above, agree very exactly with this: hence it appears, that the profit alone upon the navigation formerly carried on betwixt our late

Colonies and the British West Indies, amounted to about the sum of 245,000*l.* a year; consequently, if the vessels of the United States are now excluded, there will be an annual gain to the subjects of this country to the amount of that large sum, besides the great advantage of employing our own shipping. The produce of the States, conveyed in their own bottoms, being thus worth 745,000*l.* in the islands, and the rum, sugar, &c. taken in return amounting to not more than 400,000*l.* valued in the West Indies also, the balance was therefore in favour of the States, 345,000*l.* a year. It is moreover to be observed, that, in superaddition to the foregoing advantages of navigation, if British vessels are in future to carry on this traffic, it will give an opportunity to our merchants to send a greater quantity of our manufactures in purchasing American produce for the West-India market, than they could otherwise do, and consequently the British merchant, in proportion to the profit he makes upon that exchange of commodities, can afford to supply the West Indies cheaper with the American articles; and thus the interest of Great Britain and the West Indies are at the same time promoted.

Rather than give up the carrying trade of our islands, surely it will be much better to give up the islands themselves. It is the advantage to our navigation which, in any degree, countervails the enormous expence of their protection. It can be

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no pleasure to interfere with the satisfaction the West Indians have in talking of the revenues their islands produce to this country; but Britain is benefited only by the advantages derived to her navigation, manufactures, and agriculture*. The same revenue would arise, if the articles came through the Dutch, Danes, or French: while our planters have a monopoly of the British market, the duties fall almost entirely on the consumer †.

The

* In the case of sugar, the industry of our manufactures is exchanged, not for a raw material to be manufactured, and thereby giving employment to a number of industrious poor, but for an article of luxury, which affords employment to few except those concerned in the traffic of it; and being chiefly consumed among ourselves, the quantity exported does not nearly pay for the foreign manufactures which our merchants purchase and send to the West Indies.

† If our islands raised much more sugar than our markets take, there would be more reason in the complaint, that the duties diminish the consumption. Certainly the consumption would increase, if the duties were considerably lowered: but it remains to be proved, that a decrease in the consumption of the West-India produce in these kingdoms would be an injury to the nation. The greatest quantity of sugar that appears to be sent in one year from the British West-India islands to America, including empty hogheads cleared out, and afterwards filled with foreign sugars, was about 6700 hogheads; and that supposing the hogheads only 1000 weight. It is said France consumes little more

The consumer, who pays the revenue, as well as the increased price in war, would probably pay less for the article, as foreign islands undersell ours from 15 to 30 per cent. and the competition to supply us would probably prevent the price from being raised; if so much cheaper, the consumption, and consequently the duties, would be much increased. Our islands, if declared independent, could not protect themselves, nor is there a probability that the American States will have a navy sufficient for that purpose. If added to France, the present planters at least, from their own accounts, must be ruined; for they say, they are nearly so at present; and surely their

than 40,000 hogsheads, while the British islands consume 125,000 hogsheads. The use of tea and punch in the latter is a principal cause of the difference. The average quantity of sugar imported during ten years into this country, viz. from 1773 to 1782, inclusive, was 1,514,428 cwt. The quantity exported was 140,631 cwt. which is less than a tenth of the importation. A great part of this is said to have been a refuse sort, which, not being liked by our sugar bakers, was sent to the Dutch: but in 1782, the quantity of raw sugars imported into Great Britain were 1,372,513 cwt. of which there was used and refined in Britain and Ireland, 1,362,945 cwt. and 9568 cwt. (equal to 800 hogsheads) exported to foreign countries. Refined sugars exported the same year to foreign countries, 20,246 cwt. The average export of refined sugars for eight years, viz. from 1774 to 1781, inclusive, was

their ruin would be compleated, if they had not the monopoly of our market, which pays them from 15 to 30, and even 40 per cent. above the price they could get elsewhere. Britain alone can afford them prices adequate to their necessities. This should not have been stated, if it was not necessary to prove, that it is on account of the supply and navigation of the islands they are valuable to us.

That the West-India planters would derive advantage in their principal staple, sugar, from the

51,342 cwt. The amount of refined sugar consumed in Ireland, previous to the extension of their trade to the West Indies, was estimated at 90,000 cwt. of this Great Britain supplied only 9000 cwt. consequently 81,000 cwt. was refined in Ireland from raw sugar imported there. Annual quantity of raw sugar imported into Ireland, on an average of ten years, ending the 25th of March, 1781, 176,085 cwt. The bounty on refined sugars exported is 26s. per cwt. and yet it seems barely sufficient to answer the purpose, although it is about one fourth of the price for which refined sugar is sold by us to foreigners. From this, a superficial observer might conclude, that the gain to Great Britain was only 75 per cent. Even this would be a very great advantage in some years; but as the whole price is paid by foreigners to the English refiner, and the bounty is only so much money transferred from the public to its members, it will be found, that the entire sum for which refined sugar is sold to foreigners is so much clear gain to the mass of national wealth.

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shipping of the American States being permitted to carry their produce to any part of the world, is very doubtful. It is universally allowed, that they cannot afford it on the spot, at the price that foreigners can; and the very increasing cultivation of this article by the French and Dutch, is by no means likely to alter the case. The price of freight would undoubtedly be lowered by the competition; but it does not appear they would derive any other advantage, except, perhaps, having lumber a little cheaper for a year or two; but surely they are liberal men, and on reflection, will not, from the most self-interested motive, wish the greatest mischief to the empire: many do not; if any should, we must not for their emolument, sacrifice the advantages of their trade, and eventually the marine of England. Much may be done in other ways for the West-India planters and merchants. It is to be hoped, they will be relieved in the manner of paying duties, and that some will be lowered. The importer of sugars should have the same advantage the importer of tobacco has by the late regulations. The former require a larger capital to answer the duty, because the whole of it is paid upon importation, and amounts to about 7l. 10s. per hoghead; it cannot be admitted as an argument against the proposition, that much the greater part of the tobacco, and not above a tenth of the sugar, is re-exported, and therefore the indulgence is unnecessary. The sugar merchant suffers much, by not being able

to

to come to an immediate market, the sugar bakers only buying, as they dispose of their refined goods: and the permission to store, might ultimately tend to a greater importation, and consequently to a greater exportation of sugar. To assist and preserve the merchant, more efficacious means might be taken to prevent smuggling foreign * produce into these kingdoms; and it is to be wished the state of this country may allow the duty on rum in

* There is nothing so loudly calls for the vigorous interference of the Legislature, as the present state of smuggling in this country; not only for the sake of revenue and morality, but for the sake of trade, it is absolutely necessary strong measures should be adopted. It will hardly be found practicable to check the evil, unless duties are in part lowered, and the Parliament can reconcile itself to some of those necessary severities which are exercised against smugglers in other countries. Illicit practices ruin the commerce of the country in the hands of the fair merchant, and promote additional burthens upon the people at large. There is good foundation for saying, that if all the articles liable to pay duty, and consumed among us, did pay duty, the revenue would be increased two millions at least; and in addition to the mischief, smuggling is, in a very small degree, a trade of barter. Those concerned in it, purchase the articles for smuggling from our rivals in trade with the coin of the country, or with bills of exchange, or raw wool. The quantity of the latter is not very considerable. Smuggling corrupts our seamen, who are become visibly less attached to their country;

in particular to be lowered *; perhaps it would be the only effectual means of preventing the illicit introduction of French brandies among us †; and, for the sake of increasing the consumption, it surely would answer to do the same in regard to many articles which pay very high duties. It is generally allowed, that the duty on rum is too high for the purpose of raising a revenue. Delays at the Custom House may be removed, and reforms made there in many points to the advantage of the trader, and of the revenue; but at least, inquiry and a reform should be made into the
state

country; it habituates them to fight against their country; it gives them the expectation of higher wages, which, exclusive of the expence, is mischievous, rendering them idle and debauched; these lawless persons sacrificing one principle, readily give up all others, and in time of war take part with the enemy; betray their country by carrying intelligence; fit their vessels as privateers commissioned by the enemy; at the same time smuggling on the coast, and capturing British vessels. These were, in a great measure, the American privateers which appeared in these seas in the late war, several of them, even now carrying upwards of 20 guns, are the present smuggling vessels.

* The average quantity of rum imported for ten years, from 1773 to 1782, was, 2,062,842 gallons; ditto exported, 617,939.

† And the duty should be lowered principally on that account; for otherwise rum is a very fair and proper object for high duties, being a luxury, and interfering with the distilleries of British produce.

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state of the port duties, or rather fees in the West Indies. The Custom-house fees there are said to be scandalously and unnecessarily oppressive; and, except in cases of great necessity, they prevent intercourse between the sugar islands: that intercourse is kept up by small sloops and schooners, and consists in an exchange of superfluous stores. The usual freights are from 30*l.* to 50*l.* and near half is paid for custom fees, not taxes; which sink in the officers' pockets. The Custom-house offices are so beneficial, that persons who act as deputies to their principals residing in this country, and by whom the office is farmed, are enabled to remit a large salary, to live well themselves, and make a fortune in a short time. Our islands also might be assisted by encouraging the growth of indigo, coffee*, cocoa, cotton, tobacco†, and Indian corn, on such lands as, from situation and soil, are unfit for the culture

* That we have markets for a greater quantity of coffee, appears from this, that although we raise a large quantity, foreign coffee to a considerable amount is imported here through free ports. By far the greater part of the whole is re-exported.

† Tobacco is raised in St. Vincent's with very little labour, and might, with skill and attention, be greatly improved. It is of the same kind as that which makes the high-priced Macaba snuff of Martinico. The Charib lands would be most profitably turned to the culture of tobacco and indigo. Dominica is said not to be fit for sugar, but would produce these articles and coffee.

of sugar; and there are great tracts of uncultivated lands in the islands very fit for those articles*.

But above all, the utmost endeavours should be exerted to reduce the price of our West-India produce, so as to enable this country to support a competition at the American as well as European markets; for which purpose a candid enquiry into the causes of the extraordinary price of British sugars, when compared with foreign, might be useful. The reduction of the price would be the true and proper means of relieving that respectable body of men, the West-India planters and merchants, to whom every attention is due; and, at the same time, of increasing the trade of this country in that bulky article, sugar, which employs so much shipping. The planter will say, that it can only be done by opening the ports of the West Indies for provisions and lumber. It is already answered, that we had better give up the islands, than give up the advantages we derive from them; that a temporary rise of provisions and lumber, through an advantage taken from the particu-

* The cultivation of some of our islands certainly might be carried much farther than they are. It would be much better policy than increasing the number of little islands, which, diminishing the security, raise the expence of protection, at the same time that they are liable to be taken by a frigate and $\frac{1}{2}$ or 600 land forces. The produce of the island of Jamaica alone, it is believed, might be trebled at least.

lar circumstances of the times, should not be the occasion of oversetting a system on which so much depends; and that the rise is probably only temporary *, surely, has not yet been sufficiently proved; but the following answer, that the difference of price between British and foreign sugars existed when our islands were open to all the shipping of America. It is said the French are enabled to undersell us, because they raise a great part of their provisions in their islands, and also a considerable quantity of lumber; and that France can supply them with all articles cheaper than we can. The first is true; but the preceding examination, as to the probable future supply of America, seems to prove that the latter assertion is by no means founded; and as to the supply of negroes, we have such a decided superiority in the African trade, that it is allowed we have slaves one sixth cheaper. It is also said, that the soil of our islands is more ungrateful than that of the French, and that our mode of cultivation is much more expensive; and the French say, we do not exact so much labour from our slaves as they do, that we feed them at a greater expence, and particularly that we are less industrious.

But the argument which is most strongly urged, is, that the expensive manner in which our plan-

* It appears, by late accounts from the islands, that flour and other provisions are in great plenty, and as reasonable as at any former period, and also lumber,

ters live, cannot be accommodated to small profit; that the French planters, in their manner of life, resemble our yeomanry and farmers, and that our planters, except their having been lately rivalled by the magnificence of the East, are among the most splendid members of the empire. The answer to this difficulty does not immediately occur; but as long as so many of them generously spend their incomes among us, without expecting or requiring the most essential interests of the country should be relinquished for their advantage, Englishmen will not be jealous of the affluence of this very considerable part of the community, or repine at paying a higher price than their neighbours for West-India commodities; but if expectations or requisitions of the same kind should be continued, we shall only observe, that bodies of men are too apt to imagine the empire ought to be accommodated or fitted to their interest, without recollecting, that their interest should rather be accommodated or fitted to that of the empire.

But there is no article, the extraordinary price of which appears so remarkable, as that of rum. It is surely very singular, that not only the foreign plantations undersell us, but even the Americans afford that article from 25 to 30 per cent. cheaper, and some say, even of a stronger quality; at least of a quality which is liked by Indians, fishermen, and the lower ranks in general. This seems to prove something fundamentally wrong;

wrong; for the assertion, that the Americans can distil more rum from the same quantity of molasses, appears, at least, contrary to reason*.

However, the consideration of the means of reducing the price of West-India commodities to the level of those of the foreign plantations, is extremely worthy the attention of the planters and of the Legislature. It is an object of high national import, and might greatly promote the wealth and navigation of this country; and considering the bulk of West-India commodities, viz. sugar, molasses, and rum, particularly the former, the universality and extent of its consumption, a consumption in its infancy even in Europe, and still more so in America, it is not improbable, that, in a few ages, the nation which may be in possession of the most extensive and best cultivated sugar islands, subject to proper policy, will take the lead at sea.

* The West Indians, if equally skilful, must have great advantages over the Americans. It is said, that 100 gallons of good molasses will, in America, make from 100 to 105 gallons of rum. Where the planters are careful to keep the boiling house and still house going on together, above a third more rum is made than when they distil from molasses alone.

If a hoghead of sugar gives above 40 gallons of molasses, it is not unfrequent to make from 70 to 80, even 90 gallons of rum; sixty-five gallons is a moderate quantity.

The carrying trade of the West Indies must be therefore particularly attended to; and to encourage it, it ought to be a great object, in our commerce with those islands, to have our ships go out full and return so; and such is the proportion between the provisions and stores necessary for the West-India islands and their produce, that it might be managed partly by a direct, and partly by a circuitous trade: but this object has been greatly neglected. British ships often went out in ballast, often not half loaded, and often returned with half a load: this may have arisen from bad management, in some degree. The American shipping, by various means, were monopolizing this business: they used to give their lumber at half the current price to those who would load their vessels with sugar. They were encouraged, and sent away loaded in a few weeks, while our ships often lay eight months waiting for a cargo, and at last were obliged to come away half loaded. One consequence was, that British sugar ships were gradually lessening in number, every man concerned in them withdrawing himself as fast as he could, and getting into other branches of trade. But Great Britain can never be absurd enough to give out of her own hands the sugar carrying trade; if that be kept up, the supply of her colonies with provisions and stores should follow of course, and there is no reason for supposing that it cannot be put on a footing mutually advantageous to Britain

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and her West-India islands. But if this is not properly managed, if the West-India islands should be opened to the Americans; instead of having a freight there and back, we shall not only throw away the great advantage of freight, but also of commission, &c.

The idea of supplying the West-India planters with lumber, &c. from America at prime cost, charging only customary freight and commission of five per cent. is founded on the following calculation, as well as on several others, which might be stated: In June or July, a ship may be sent from hence, for example, to Philadelphia (or any port in America) with a cargo on freight, which is equal to the freight to Jamaica—suppose 600l. —she would arrive there in September, load and depart in October, and in November arrive in Jamaica with freight equal at least to 500l. and the commission on 2000l. the amount of the cargo, at five per cent. 100l. more — she might discharge that cargo (even delivering at different ports) in December, and load with the first of the new crop so as to arrive in England in May, and by that means be ready to perform the same circuitous voyage next year. This is no speculative idea; for before we were supplanted, this trade was carried on, not unsuccessfully, by many houses in London. Various other modes of freighting ships will occur; some may leave Britain in October, with manufactures, stores, &c. land them in the islands, carry West-India produce to America,

rica, sailing from the islands about the latter end of January, load back with lumber, Indian corn, &c. for the West Indies, and there load with sugars, &c. and sail for Europe in June or July. Others might be sent out from Europe to arrive in the West Indies in June, load with rum, &c. for America, sail the beginning of August, and, during the hurricane months, dispose of their rum, and load lumber to return to the West Indies, and there take the gleanings of the former crop of sugar. Some of our shipping may take a cargo early in the spring, dispose of part of it with the American States, then proceed to the fisheries there, dispose of the remainder of the cargo for fish, oil, lumber, &c. with which sail to the West Indies, and there load with sugar and rum. Some sugar ships, besides a voyage to the West Indies, made a voyage to the Baltic.

If West-Indian merchants should again become owners of ships, they may, by the circuitous trade above mentioned, be truly beneficial to the empire as well as to themselves. The exclusive navigation of our colonies will make it answer to them, and at the same time it will check every rising doubt relative to those islands; and instead of that uneasiness and jealousy which is derived from the supposition, that the planters would sacrifice our other Colonies and the navigation of Britain, for real or imaginary advantages to themselves; and instead of regretting the extraordinary prices that are paid for their commodities, the friends
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of this country will vie in their good wishes and endeavours to promote every advantage that can be given to the islands.

With respect to the distress apprehended (by the planters, &c.) to arise from the want of daily and regular supplies from America, it is ill founded; there is certain information of no less than four vessels now fitting out at Kingston, and going to be established in the trade between that place and Philadelphia; and it must be remarked, that before the war, there never were more than that number of regular and constant traders between those ports*. Sundry vessels also are now fitting out, properly calculated for the carrying trade, between America and the West-Indies, in the Thames, and other ports of this kingdom.

Upon the whole, then, it appears, that without breach of the navigation law, and if the regulations of the present proclamations should remain in force, in less than twelve months, the West-India islands will be supplied from America with every thing wanted from thence, at as easy a rate, and in as great plenty, as before the war; and it will be attended with these additional circumstances, that the profits will center

* Later advices from Jamaica, inform us, that ten or twelve vessels belonging to that place were employed in the trade to and from America, and the island was plentifully supplied with provisions and lumber of all kinds.

with our own merchants, at the same time that employment will be given to a multitude of British seamen.

Our West-India islands will have many advantages in North America. The States cannot get rum elsewhere, in any quantity, or of a good quality; the rum from Demerary (which is in great part settled by the planters in Barbadoes) is good, but the quantity is inconsiderable. Surinam has but one distillery. The Danish distilleries at St. Croix are of little consequence; the French used to prohibit distillation in their settlements in favour of their European distilleries; and it is never likely to flourish there; nor are the Americans likely to encourage it, although it appears large quantities were distilled by the New Englanders from molasses imported from the West Indies; it was of a bad flavour, and was in great part exported coastways, and to the parts already mentioned. A great proportion of their own consumption was supplied from our islands, and has been stated before as one of their greatest imports. The importation into Canada and Nova Scotia, of the rum distilled by the American States, of course, should be stopped, and the use of foreign sugars in those Colonies should be prevented as much as possible.

It has been shewn, under the articles "Molasses and Rum," that the competition with our islands in the latter article, will be the same; whether the molasses are distilled either in the foreign islands, or on the continent of America;

That

That there will be the same demand there used to be; and that the foreign West-Indian settlements cannot supply that demand, even if they should erect distilleries, and manufacture their own molasses; and it will be the fault of our planters, if their long-established rum distillers do not maintain the ascendancy over the infant distilleries of the French, if they are or should be erected.

Rum is as much a necessary of life in America as malt liquors are in Britain. The quantity imported and distilled there, on an average, is not less than seven millions of gallons: an examination of the imports of molasses and rum prove it. The proportion of molasses used undistilled is not more than equal to the quantity smuggled. The rum imported from the British West Indies into all North America, was nearly half the consumption of that article in the North American colonies, after deducting a million of gallons for exportation from America. It is not probable the American States will import and distil the quantity of molasses they did. They have lost almost every market to which they exported; but, if they should import and distil as great a quantity of foreign molasses as formerly, and not export any, but consume the quantity they formerly exported, there would still be a deficiency of at least two millions of gallons of their former consumption, because the quantity usually imported preceding the war, into North America,

was 2,9000,000 gallons, from the British West Indies, and it does not appear the whole quantity of the exports of rum from North America amounted to above 550,000 gallons.

If the Americans should consume all the bad rum they distil, instead of exporting any, it would be no prejudice to our islands, as they gain all the markets that the others lose; and all the foreign islands could supply but a very small share of the remaining quantity that will be wanted* in the American States. However, if our islands were open to the shipping of the American States, the latter would not take the quantity of rum they used to do †; they have not the number of inhabitants nor the means of trade they had; but our islands will supply the same number of people, either in our remaining colonies or in the American States; the former having acquired what the latter has lost. The demand for rum is not lessened on the continent. The Americans must either take ours or be deficient in the quantity of their usual consumption, an inconvenience it is highly improbable they

* It will not answer to the Americans to distil corn, as long as they can get molasses, or their corn bears the price it has hitherto done.

† Brandies from France may in some degree interfere. The French merchants, immediately on the peace taking place, sent such quantities of that article, particularly into the northern States, that much of it is still on hand, though at a lower price than West-India rum.

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will submit to ; nor will the better class of people make so great a sacrifice of their taste, as to give up Barbadoes spirit and Jamaica rum, and confine themselves to the New-England distilleries. But some suppose the most improbable case, that the American States will attempt to stop all intercourse with our islands, that they will refuse lumber and provision to our shipping, and prohibit our rum. It would be ruinous to them and little hurtful to us. Every check of intercourse is infinitely more injurious to them. Such an attempt would only establish the smuggling of rum into the American States ; it could not be prevented along that great extent of coast, full of creeks, &c. inhabited by people ill disposed to customs or excise, or any restrictions. But even if it were possible to prevent it, our islands would be able to dispose of their rum elsewhere. On an average of three years, the quantity of rum imported into all North America from the British West Indies, amounted to 2,900,000 gallons, as already mentioned. It appears, that immediately before the war, about 500,000 gallons of rum were used in our remaining colonies * and fisheries,

* The quantity of rum imported from the continent of America into our remaining colonies, and used in our fisheries, previous to the war, diminished considerably in consequence of the introduction and distillation of molasses in Canada and Nova Scotia, particularly the latter, the quantity of foreign molasses imported into Halifax for the purpose of distillation, being above 100,000 gallons in the year 1773.

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exclusive of what was smuggled there (which must have been very considerable, as there is an high duty on importations of rum both into Canada and Nova Scotia). There remains, therefore, of the quantity of British rum that used to be sent to North America, 1,850,000 gallons, the greater part of which would probably be taken by the increased population of the remaining colonies, by the increase of our fisheries, and by the increased consumption in Britain, if the duties should be lowered and the smuggling of foreign spirits should be prevented; and to insure and increase the consumption of British West-India rum in Canada and Nova Scotia, the duties on importation there should be taken off. The quantity of molasses exported from the British West Indies annually, on an average of four years, immediately preceding the war, being 133,663 gallons, will not be more than will be used in an unmanufactured state in our fisheries and remaining colonies.

The increase of the consumption of sugar must continue to a great amount; as yet it is not commonly used in one half of Europe. The consumption of England and Ireland is so much increased, as to take almost the whole produce of our islands. France is increasing her sugar plantations; and bad management, or extravagance chiefly, can prevent our islands from selling as cheap as the French, although they now undersell us so greatly. The Spaniards cultivate barely sufficient sugar for their own consumption.

The southern provinces of the American States never can succeed in that article; — frosts and north-west winds will prevent. Attempts have been made at New Orleans, and have failed. A great field, therefore, will be open for the sugar Colonies; and when it is necessary to relieve them, it must be done by other means than the sacrifice of our carrying trade, the nursery of our seamen*. Canada and Nova Scotia will soon amply supply the principle articles wanted in the islands, except Indian corn and rice; and if there should be a difficulty in getting these articles, the barley, oats, rye, and peas, which Nova Scotia, St. John's and Canada, or Britain and Ireland, produce to great advantage, will afford an excellent substitute; and in the opinion of many they will be far preferable to Indian corn and rice.

If the American States should endeavour to pay their debts †, their commerce will be burdened with

* And they must be relieved by other means than by suffering the Americans to carry British sugars, which, besides the mischief to our marine, might have the effect of raising the price on the British consumer, or of enabling the Americans to carry them to foreign markets even in competition with the British, if the quantity of sugars produced in the West Indies, should continue to increase, as they have done for some time.

† America emitted 200 millions of dollars, or above forty millions sterling in paper, and then borrowed. A pamphlet lately published at Philadelphia by Congress, and said to be written by Mr. Morris, states the foreign debt

with duties and taxes, and the lands and produce of the farmers must for some time lie under very heavy

debt on the 1st of January last, at 7,885,085 dollars; the domestic debt 34,115,290 dollars; the annual interest to be paid 2,415,956 dollars; they are believed to be more. The above debts are exclusive of the paper money depreciated in the hands of the public, and also exclusive of the army or commissary certificates that were not yet called in or satisfied, and of the debts of the several States for their separate expences and defence, which are very considerable. Although the Americans say their foreign debt is only two millions, and their domestic debt about seven millions, yet there is reason to believe their whole debt is at least eighteen millions sterling. France sent (not included in the debt) above 600,000. sterling in specie to America; being obliged to send cash, finding her bills for a long time from 20 to 30 per cent. below par, whilst bills on London were at the same time above par, in Philadelphia and Boston. Towards the close of the war, French bills, from the punctual payment of the preceding draughts, rose nearly to par; but the purchasers were taken in; the French court stopt payment for twelve months, promising interest. The holders, in want of ready money, were obliged to allow a discount from 16 to 20 per cent. to raise it on those bills, which loss was one cause of several capital failures. From this it may be fairly inferred, that French credit and French paper are not likely to be on a par with English in America.

It has been asked, what is become of the money we have sent, during the war, to America? The expences of the American war has, undoubtedly, drawn from

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from this country, a considerable quantity of specie, although by no means equal to what has been generally supposed. Very little money was officially sent to America after the first year or two of the war; during that period, those who had the contract for supplying the army with gold, sent out a great quantity of Portuguese coin; but finding the charge of insurance and freight lessen the value of the contract, it was contrived to supply the army without sending more specie than was just requisite to give the contractors' agents the command of the exchange, which was done by sending small quantities occasionally: even these small supplies would not have been necessary, had it not been for the quantity of prize goods, the purchasing of which often enabled the merchants to make their remittances to Great Britain on better terms than they could by purchasing bills of exchange from the money contractors' agents: those agents, in different parts of America, drew upon the contractors in favour of such persons as had occasion to make remittances to England; so that, in fact, our army on the other side of the Atlantic was paid and supported by our manufactures instead of money, which, in some measure, may account for the apparent ease with which such expensive operations were carried on, and for the little specie that seems to be in circulation, where so much expence has been incurred: but of the money which went, some is come back; a considerable part is the circulating cash within our lines. Many British subjects in New York have very large sums in their possession. The emigrants from thence to

Nova Scotia, and Cape Breton, be left not only free, but receive proper encouragement, the important

Nova Scotia will carry a very considerable sum with them. The Dutch and Germans, whose number is not inconsiderable, have hoarded up; and it is believed, considerable sums are concealed. Part went into the country for provisions; much provisions could not be brought in clandestinely; and the greatest part of the money came back to New York, &c. to purchase British goods, or to purchase bills of exchange, which were sent in payment to Europe and the West Indies. The cash or specie of the American States, previous to the non-importation act, which took place in 1775, is computed to have been between two and three millions. They received no specie from France to the Havannah, or other foreign parts, until late in the year 1780; and it may be presumed, that, in the mean time, the various and continual drains must have exhausted the States of more than half of the above-mentioned specie. In 1780, very few of the wealthiest merchants in the revolted provinces were possessed of one hundred pounds sterling in specie, or could raise it. From 1780 to the close of the war, there was an importation of money in small quantities from the Havannah, and in larger from France; yet it is by no means probable, that the specie imported in this period, equalled what had been previously exported from 1775 to 1780; but as paper credit in 1780 and 1781 was entirely destroyed, specie became the only medium of circulation; and this rendering what little commerce there was more certain, induced those few, who had hitherto concealed their money, to bring it forward into circulation; and the country, having for

portant consequences are too evident to need their being pointed out or enlarged on. The distille-

near five years seen nothing in the markets and commerce, but paper, was surpris'd to find every man with specie in his hand, and thence hastily inferred, that the quantity had by some means been greatly increased; whereas, the most probable estimate, and the most favourable for the country, is, that the preceding deficiencies were replaced by the specie from France and the Havannah. The close of the war shut up those two resources; since which, large sums in specie have been sent, and are daily arriving in Europe from America, from the want of other articles to make remittances with, and no resource is left the Americans at this time for specie, but our fleet and army at New York. Money to a considerable amount came also to New York, to purchase British manufactures or bills of exchange from Philadelphia, gained by an advantageous trade to the Havannah. And much money went from Philadelphia, and other parts of the American States, to St. Eustatia, before it was taken, to purchase our manufactures from the Dutch; so that it is not probable much specie will remain in America in consequence of the war, but that she will have considerably less than she had before the war. Her exports were prodigiously diminished, and sometimes almost ceased. The greater part of the goods sent from Britain was paid for in ready money. After the idea of starving our people was over, the Americans would have gotten all our money, and would have shewn themselves better politicians, if they had suffered provisions to go publicly into New York; it would have enabled them to carry on the war.

ries, the fisheries, and ship building, have heretofore been the only resources and supports of the commerce of the New-England States. A large proportion of the ships, when built, were sent to the West Indies with cargoes of timber, lumber, and fish; and to Europe, to be sold or to take freight; and a great part of the rum distilled in the American States was consumed in Nova Scotia and in Canada, and in the fisheries on the banks of Newfoundland, &c. But the distilleries may be carried on to as great profit in Nova Scotia as on any part of the continent, if it should be thought good policy; as may also the important business of ship building; and nothing can be more evident, than that Nova Scotia and St. John's island are better situated for the fisheries than any other country whatever. In short, if proper attention be paid to Nova Scotia and St. John's island, the lands in those provinces, at present of little value, will increase in their price more rapidly than can at first be imagined, and their produce in every respect will be infinitely advanced and improved*.

If

* Letters from Nova Scotia mention, that the Refugees are much pleased with the country, and with the attention and hospitality of the inhabitants and officers of the garrisons: but there are great complaints as to want of dispatch of grants, &c. That province and St. John's require immediate attention, while such multitudes of Refugees are looking out for situations and employments.

The

If we preserve our navigation laws intire, it is obvious how convenient Canada and Nova Scotia are to our islands, and how necessary to our fisheries; we should therefore put those colonies on the best footing possible*; and the government of

The climate of Nova Scotia has been much misrepresented; it is not colder than the Massachusetts; and the sea air round the peninsula of Nova Scotia makes it more temperate, both in summer and winter, than the former, which being a continent, is rendered more cold by the winds that blow over the quantities of snow which covers the northern parts of that great continent. The interior part of Nova Scotia, which is fine, is known to few: those who have visited only Halifax and the ports, judge of it from its rocky coast. The fogs which prevail during part of the summer on that part of the coast towards the bank of Newfoundland, cease generally at Scateri island, and do not extend into the country above one, two, or three leagues. The entrance into Halifax harbour may be sometimes difficult; but there are plenty of the finest harbours along the coast. Spanish River at Cape Breton will become a principal settlement: it has an excellent harbour for ships of war.

* Since the publication of these Observations, the author has been informed, that instructions were sent along with the Quebec act to the Governor of Canada, which positively enjoined him to allow the writ of Habeas Corpus to every subject, as his birthright. It is said those instructions have not been observed; but where the writ of Habeas Corpus is in force, the government

of Canada should be altered. But the undertaking is delicate and difficult, and some able politicians will object. That the Canadians in general are discontented under their present govern-

ment cannot be said to be arbitrary. The persons therefore of the Canadians may be as secure as the persons of the citizens of London, if the writ of Habeas Corpus should be secured to them by law. It is also said by some, that the clamour against the present form of government there, comes from the few — that the Canadians prefer it to any other; that is, nineteen in twenty approve of it. If that be fact, it oversets all the observations on the subject of that government; it is more respectable than all the theories that can be formed. It is added, that although the Canadians have not a trial by jury in civil, they have in Criminal cases; and that the people of Scotland, as well as of other countries, do not complain, because they have no trial by jury in civil cases. As to the security of their property, it is said, the legislative council can exercise no authority but what it derives from an act of Parliament; it can impose no other taxes on the people than such local, such parochial imposts, as are imposed by every corporation and vestry in England. No property, therefore, is taken arbitrarily from the Canadians. But general information says, that the mass of the people, as well as the British, are extremely dissatisfied and averse to the present form of government. It is said also, the government is much more expensive than necessary, amounting to about 25,000l. yearly. The people have offered to take the whole expence of the government on themselves, on condition that the form is altered.

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ment, appears from the aid and countenance which they gave the American army when in Canada*. If we are not wise enough to give them a free constitution and government, agreeable to the wishes of the people, the encouragement and aid they will have from their neighbours may promote the wish of a government independent of Great Britain. A military police is bad for a town, except in a state of war, but totally inadequate for the government of a large country, such as Canada †. The exorbitant fees of office, the expence

* It did not arise from a wish to return to the dominion of France; they had experienced the advantage of belonging to Britain. They were kept poor under the French government: they have grown rich under ours. Their priests acknowledge that they have, in great measure, lost their influence. The French Canadians were dissatisfied, but the settlers since the peace of 1763 still more so. The cause of their discontent will be explained.

† The north side of the province of Quebec, from Detroit to St. John's River, which divides it from Labrador, is 1200 miles in length, by about 150 in depth, exclusive of the part south of the river St. Lawrence, and is by far too great an extent for one government; but it is by no means certain, that it will be good policy in England to encourage settlements above Montreal. Nova Scotia will make two governments: the division is obvious. In the fine harbour of Passamaquaddy there is a good situation for a frontier town. If the provincial corps that are to be carried to Nova Scotia, and disbanded there, should be put on a proper footing, they may continue to be of great service,

expenſe of obtaining juſtice in the courts there, and the great diſtance, in many caſes, from them, are conſidered as weighty grievances, and are loudly complained of by the Canadians. If we could find out what government they would like beſt—if they could agree in their ideas of the beſt form of government,—they ought to have it according to their wiſhes, except in ſuch points as claſh with the neceſſary commercial intereſts of the country that nurtures, encourages, and protects them. All grievances, and every ſource of jealouſy or ſuſpicion ſhould be removed; every inhabitant would then apprehend a change of government as the greateſt evil, and every man would readily take arms for its defence; and by thoſe means only the provinces ſhould be preſerved. No taxes ſhould in future be impoſed by Great Britain; nor ſhould any be raiſed but for their own benefit, and for their defence and ſecurity* ;

when

ſervice, and lay the foundation of future ſafety. A ſmall additional expenſe, as the officers are to be on half pay, and reſide in the country, would enable thoſe corps to aſſemble occaſionally, and with them, two regular battalions at Halifax, might be ſufficient for the province, unleſs a battalion towards the frontier of New England ſhould be neceſſary.

* Nothing could be more impolitic, or of a more miſchievous tendency at the time, than the law paſſed not long ſince in Eaſt Florida, for raiſing a perpetual revenue of five per cent. upon foreign trade, at the diſ-

poſal

when they are able, they should pay the whole of their expences, and fixed salaries to their governors, &c. At present they have no representatives; they should have a General Assembly, and trial by jury, in civil as well as criminal cases. If their constitution should be formed on the best plan of our late colonies*, it will draw

posaf of Parliament. It would have produced little; and it had the appearance of proceeding from the suggestions of those in power, contrary to the principle which it was so necessary to impress.

* In some of the colonies, the Council was appointed by the Crown, and the office was held during pleasure. In other colonies, it was chosen annually by the people. The Council should be more independent of the Crown, and entirely independent of the people: the members of it should hold their offices during their good behaviour. If prejudice or policy seem to make it necessary that none but Protestants should be of the Council, yet Roman Catholics ought to be capable of being elected of the Assembly, at least a certain number. The Council would be a sufficient check on them. Europe, now in a great measure devoid of fanaticism and priest-craft, and the policy supported by them, might learn liberality in these matters from America. Protestants have been elected of the Assembly in Maryland by Roman Catholics; yet in the most salutary measures, the timid prudence of our Ministers is apprehensive of exciting the clamours of bigotry, and of supplying the enemies of their country with an opportunity of mischief and sedition.

many inhabitants from them, affording an asylum to the oppressed, and to those who may see the advantage of living under a British government, and enjoying its benefits: these provinces will suddenly become powerful, and objects of envy to those who have preferred anarchy, distraction, and heavy taxes, to the equitable and wise government offered to them by the commissioners. But unless a free constitution be given, the emigrations from the American States (which, it may be expected, will be very considerable) would only tend to weaken the power of government in that country, and bring about a revolution. This may be the best, and the only means to prevent a wish, to separate from this country; for, with a proper constitution, the Canadians might be as happy a people as any on earth; and independence, that is, a separation from this country, would prove the greatest curse, depriving them of the very great and many advantages they will have over the American States, by their being a part of the British empire. It is obvious, that, if added to the Union, they would fall into a much more insignificant state.

Even if they should be conquered, they must be left by the conquering states to their own government or independence. As an American State, they would have every obstacle thrown in the way of their improvement. The pay of the garrison, the advantage of the British money and market,

market, will give briskness to their trade; and the consequence will be, that so long as we make their situation eligible, they will chuse to be dependent on us. Nothing will preserve these countries to us, in a future stage of settlement, but their own consent; nor are they worth keeping on any other terms. This is only to be obtained by communicating to them such advantages as will make their political and commercial situation preferable, in a comparative view, to that of the American States; and every measure that may have more restraint than real utility to the mother country, ought to be avoided. In our colonies, the penal laws that may now exist against Roman Catholics, should be equally repealed, as they have been already by the American States. The Roman Catholics have proved themselves, throughout the war, good subjects. There are several in Nova Scotia and St. John's; and particularly some of the old Acadian race, who have behaved in like manner. Whatever make mankind most easy and contented, are the best means to fix them, and render them averse to changes. The penal laws are nothing less than cruelty and injustice, where there is no necessity for them; they sacrifice the happiness and utility of a great number of peaceable subjects to the despicable humours of jealousy and peevishness; and whatever cause there was for caution, surely is now at an end.

Whether it be expedient to encourage settlements in the island of Newfoundland, has, and may be, contested. Sedentary fisheries across the Atlantic, under all their circumstances, are objectionable; but whether it is not still more dangerous to suffer settlements to form themselves without system, can scarce be a question? From 5 to 8000 British and Irish, employed in the fisheries, remain behind on the island*. Their occupation in winter is, getting a few furs, cutting wood, preparing timber for the fish-stages, building and repairing boats, making casks, and occasionally fishing. They take advantage of the very first of the season, in their shallops and boats, and have some cargoes prepared for the earliest of our trading ships that arrive; and the best fish is caught in winter. It is urged, that it would be prejudicial to prevent our people from remaining behind during the winter. The passage from Britain or Ireland to Newfoundland, or the Bank, is seldom performed in less than a month or five weeks. The New Englanders were there in ten or twelve days, which gave them a manifest advantage. Settlements on Newfoundland or Nova Scotia will have the same advantages over the New Englanders, that

* They, with the other inhabitants, make together from 15 to 20,000. Conception Bay alone is said to have upwards of 8,000 constant residents.

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the latter had over us. The fishermen of Nova Scotia may take the advantage of fair weather, and run out on the neighbouring banks during the winter, which the New Englanders cannot do; but it does not occur why settlements on Newfoundland are more objectionable than at Nova Scotia; yet they cannot be recommended under the present system of a floating Governor, who does not remain in those parts more than three or four months in the year:—such is not worthy the name of government*. Although, for the sake of a necessary control over the fisheries, it may be proper to vest the command both by land and sea in the Admiral, as has hitherto been the case, when he is on that station, surely a resident Lieutenant-Governor to assist him, and command in his absence, seems necessary. But should the present opportunity of forming the governments of the remaining colonies be neglected, it will never recur again. This is the moment; while they are in their infancy, it may be managed with propriety, and little difficulty; and if their navigation is encouraged, undoubtedly their seamen, being entitled to the same advantages, should be liable to the same services as British seamen. In forming the governments of our old colonies, proper principles were neglected; and, since that

* The officer who commands the ships of war on that station is always Governor.

time,

time, temporising Ministers often, perhaps sometimes ignorantly, have given way to interested clamour: we have experienced the consequence. The truth is, they were formed at first without system. We should have led them by proper encouragements to such points as would not interfere with us; and we should only have encouraged colonization in such parts, where the staple commodities would not clash with our own, but would enrich and employ the colonists, furnishing materials for commerce.

In competition with the American States, Canada and Nova Scotia will have many exclusive advantages. We must reserve to our remaining colonies, those to which they are entitled. We owe it to the Loyalists*. The inhabitants of Nantucket and the Fishing Coast, will migrate to Nova Scotia for the sake of the superior advantages of our fisheries, and from other parts of the American States, for different advantages, which British subjects should exclusively have. If we do not reserve these advantages to our colonies, not content with the irreparable and for-ever-debasing sacrifice of the Loyalists and their property to the rebels, we continue to hold

* Every encouragement or advantage given to Canada and Nova Scotia will be given in a great measure to the Loyalists, who may settle there, and who so well deserve it.

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out a premium for rebellion*. But if our remaining colonies are put on a proper footing, nothing could be more destructive to their interest than a separation from us, either by revolt or by conquest.

We are told it is proper to court the trade with the American States.

Their treaties with France and Holland, in direct terms forbid our being put on a better footing than those countries †. The state of our manufactures make it unnecessary; and, in general, nothing can be more weak than the idea of courting commerce ‡. America will have from us what she cannot

* A very different system is necessary for the existence of government. The late Ministers seem to have acted on such principles, that if civil war or rebellion should arise, it cannot be supposed any reasonable or reasoning man will support Government, till what has been done is expiated. The Provisional Articles tell us, every thing is to be lost by supporting the Legislature, and every thing to be obtained by rebellion.

† Article II. of the Treaty of Commerce between France and the United States of America: "The most Christian King and the United States engage mutually not to grant any particular favour to other nations, in respect of Commerce and Navigation, which shall not immediately become common to the other party, who shall enjoy the same favour freely."

‡ By ineffectual and unnecessary attempts to court American Commerce, we shall disgust nations with whom

cannot get cheaper and better elsewhere; and what we want from her, she will sell to us, as cheap as she will to others. But in other respects she will assume a tone of importance; she will par-

whom we have great intercourse, and prejudice the best trade we have. Our exports to the Baltic and the countries north of Holland, are equal to what our exports to the American States were at any time; and more real British shipping has been employed to the North, than had ever been employed to the American States. Before the war, very few British ships went to the ports north of Philadelphia; they went principally to the southern States.

List of Ships that passed the Sound, to and from the Baltic, for three years preceding 1782.

Nation.	Ships in 1779.	Ships in 1780.	Ships in 1781.
British	- - - 1651	- - - 1701	- - - 2001
Dutch	- - - 2075	- - - 2058	- - - 9
French	- - - 0	- - - 0	- - - 0

The British shipping that went to Hamburgh and other ports of the North, was also very considerable; but of the 2001 British ships that passed the Sound to and from the Baltic, the greater part made two voyages, and probably we had not more than 8 or 900 ships employed in that trade.

The Dutch and French trade was carried on to the Baltic in neutral ships. Many of the Dutch merchantmen went under Imperial, Swedish, Prussian, Russian, or Danish colours, and some English ships did the same, by which they saved considerably in the premium of assurance.

take

take of the nature of new men; she has indulged and will indulge herself in puerile insolence; in that, perhaps, she will not shew herself much unlike her parent—but she has sense and information; all her people, in some shape or other, are commercial, and in that line particularly they are knowing and intelligent*. The truth is, we want little of her produce in Great Britain,

* There would be a great absence of sense and intelligence if they should refuse either lumber or provisions to our shipping. They could not take a more certain and effectual means of encouraging and establishing the rival trade of our remaining Colonies. They would compleatly do what the British Legislature ought to do, they would give the monopoly of the supply of our West-India islands to the British dominions. It may be here remarked, that none but the most unthinking can suppose Ireland will continue to give the monopoly of her market to our West-India islands, unless her share of the monopoly of the West-India markets is preserved to her. Except linens, Ireland has no trade of consequence but provisions. The present system encourages the American States to a competition with her. No man can doubt the great advantage of the provision trade of Ireland to the empire. It is this trade that principally enables Ireland to furnish so many sailors. The following exports in 1776 will help to shew what it is; and that it should not be discouraged, must be evident; — Barrels of beef, 203,685; ditto of pork, 72,714; fitches of bacon, 24,502; butter, 272,411 cwt. tongues, 67,284; oats, 93,679 qrs. oatmeal, 39,428 barrels; herrings, 15,192 barrels.

coarse tobacco excepted. The finest tobacco grows in the islands, and in South America. The indigo of the islands and of South America is infinitely better than that of North America; but we must take these and naval stores, and other articles from the American States, which may be got as good or better elsewhere, in return for our manufactures, instead of money. In payment for want of other sufficient returns, large quantities of tobacco must come to Great Britain; and we can afford to give the best price for it, by taking it in exchange for our manufactures. The other principal advantage we derived from the tobacco trade, was, the employment of our shipping and sailors; we manufactured, comparatively, little for exportation; we sorted it for the European markets; and we may still have the carriage of much of it from hence to those markets. We shall have transports and seamen in plenty unemployed, to carry our manufactures to America, and to carry on the trade of the West Indies; and so far from giving up any of the carrying trade, we should exert ourselves to prevent our unemployed seamen* from passing over to the Americans*. This mischief, there is

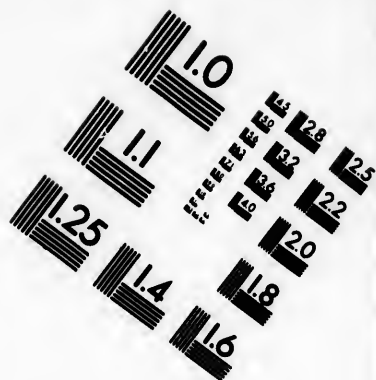
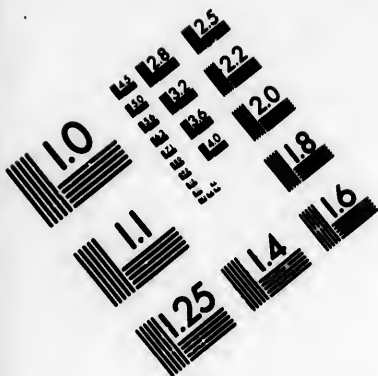
* Above 60,000 of our seamen were discharged from the navy in twelve months; and also upwards of one thousand vessels employed as transports, and in various other ways, in the public service. There never was a period in which this country was better prepared than the present, to enter into any new branch of the carrying trade,

great.

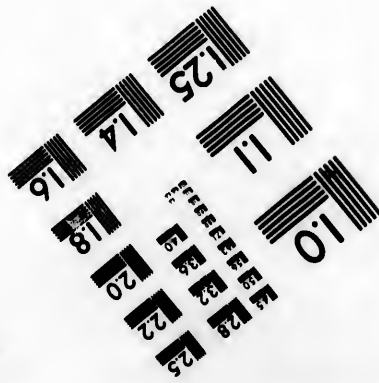
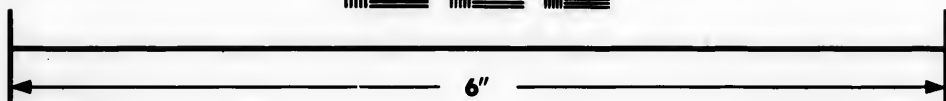
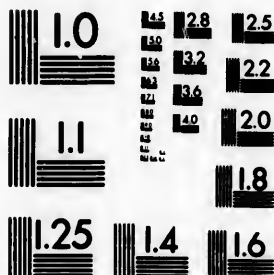
great reason to fear, is now daily happening. We cannot therefore be too attentive to prevent the progress of an evil which vitally affects the interests of Great Britain.

That the commerce with the revolted Colonies was of advantage to this country cannot be doubted; nevertheless it may be easily shewn, that it was not the most advantageous. That trade is surely the most beneficial where its returns are the quickest, where there is the least credit given, where there are fewest debts contracted, and where the customers are most under the eye of the creditor. If we apply these rules to the revolted Colonies on the one hand, and to Ireland, Holland, and Germany, on the other, the most prejudiced must decide in favour of the last over the first. The returns from the colonies have been always slow, as our American merchants have found from dear-bought experience: the North-American colonists have at all times had too much credit; they have been in every age greatly indebted; and it seems to have been a favourite principle with them, to prevent or retard the recovery of debts. The amount of credit given to any nation is so much taken out of the general circulation, because it increases the dead stock of merchandize; that part must have otherwise existed in specie; and little could be raised on credit, or by the circulation of the mother country for what America owed; if the whole was, however, paid with a superior interest to what England paid for an equal sum to foreigners, an advantage was obtained, if not a





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loss arose, because that capital and share of industry might have been applied to better purposes, by increasing the circulation at home, or giving short credit to other nations.

The following is the clearest and most advantageous light in which the American commerce can be viewed; first, stating the annual imports to England, and what part of those imports were exported to foreign nations; and, secondly, the amount of our annual exports to the American States, distinguishing our own manufactures from foreign produce, or manufactures exported by certificate. For this purpose, a period of four years, from the year 1767 to 1770, is chosen, as it was between the interruption of trade occasioned by the stamp act, and that which arose from the commencement of the revolt*, and of course may be deemed as favourable as any of four years, although not wholly free from interruption, as there had been non-importation associations in 1769.

Our imports from the colonies during that period were, upon an average, 1,105,824*l.* 3*s.* 4*d.* and consisted of tobacco, rice, indigo, deer skins, furs, naval stores, iron, timber, flax seed, drugs, pot and pearl ashes, Indian corn, flour, wheat, train oil, whalebone, and dying woods; the latter procured by their trade to the West Indies. Of these articles, the most considerable and valu-

* It being necessary to lay in stores previous to the bursting of the storm, the importations into America three or four years before that time were much greater than usual.

able exportation to foreign ports, were those of tobacco, rice and indigo; most, if not all the other articles were consumed at home, except dying woods, and the quantity of these, which were imported from the * Bay of Honduras, and the Musquito Shore directly, being put against the

* The exports from the Bay of Honduras and the Musquito Shore, before the war, consisting of very bulky articles, viz. mahogany, logwood, &c. were principally advantageous to Great Britain, as employing from twenty to thirty thousand tons of shipping.— The value of the commodities at the European markets, was, from 150, to 200,000*l.* per annum, where we had nearly a monopoly. The demand for mahogany in Germany increases very much. For many years past, neither the bay nor shore have been (as is generally supposed) channels of commerce with the Spanish settlements, at most, not exceeding 10,000*l.* annually. The country up the rivers where mahogany and logwood are to be obtained, is wild and uncultivated, and has neither Indian nor Spanish inhabitant. The Preliminary Articles with Spain left us liable to a very uncertain state in those parts; but the Definitive Treaty has placed us on as good a footing there as could have been expected. The great jealousy of the Spaniards arises from the English intercourse with the Musquito Indians. Necessary establishments in the Bay of Honduras, and liberty to cut wood up the Rio Balizee, Rio Nuevo, and Rio Ohiboan, could produce no jealousy, as the country is uninhabited. The logwood country we occupied, extended about thirty five leagues from North to South, and our people were generally allowed to go as far up the rivers as they pleased.

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exportation, will considerably more than balance it. The value then of tobacco, rice and indigo exported, was, upon an average of four years, 877,777l. 7s. 9d. of which 102,655l. 1s. 9d. went to France, Spain and Portugal, and the remainder chiefly to Flanders, Holland, and the northern parts of Europe. From these facts it undoubtedly appears, that by the exportation of the produce of the revolted Colonies to foreign countries, we received from those countries the annual sum of 736,721l. 17s. 4½d.; that being the sum in which that exportation exceeded the amount of foreign manufactures and produce exported by us to those Colonies. Our exports, upon the same average, amounted to 1,839,692l. 8s. 7½d.; of this, 352,637l. 5s. 10½d. was the amount of foreign goods exported, about two fifths of which, or the sum of 211,581l. 15s. 6d. was the value of East-India goods, and the remainder was in various articles, chiefly from the northern kingdoms, but more particularly low-priced linens from Germany and Russia. The balance, being the sum of 1,487,055l. 2s. 9d. was wholly in British produce and manufactures.

The average imports into Scotland from North America, for the same period, were, 391,985l.; of these, viz. tobacco and rice, were re-exported to the amount of 665,608l. This extraordinary appearance arises from the tobacco being valued inwards at from two-pence to three-pence per pound, and outwards at from three-pence to seven-

seven-pence per pound; and rice inwards at from six-shillings to nine-shillings per cwt. and outwards at from seven-shillings to twelve-shillings per cwt.

The average exports to America from Scotland, for the same period, of British goods, were 168,847l. and of foreign ditto, 73,366l.

The advocates for the American trade, after rating high all its advantages, and boasting of the American States as a great people, are not ashamed to insist, with the same breath, that unless you give them all the privileges of British subjects, they will be so poor as to be unable to purchase our manufactures. This plea, which, if admitted, would sacrifice all the commercial and navigation principles that have reared us to greatness, and now sustain our debts, is at once so unreasonable and unjust, that it has been denied to the Americans even by the commercial treaties with the French and Dutch, as has been already shewn. The spirit of colonization would be entirely lost, by opening the navigation of the West Indies to the Americans in any shape; and they may as well pretend to interfere in our colliery trade. The arrangements respecting the several branches of our own commerce, are natural inherent rights, and of the highest national consequence; and such extraordinary advantages and privileges as are now required (and which are refused to all other nations) if granted, would be the most complete
and

and certain means of encouraging migration from this country; a contrary conduct will certainly tend to prevent it.

The southern Colonies paid for our manufactures formerly by their own produce, and the other Colonies principally by their circuitous trade; and they will, in great measure, have the same means of paying us in future.

None of the Colonies to the north of Maryland have ever had a balance in their favour by their imports from, and exports to, Great Britain; but, on the contrary, a large balance against them, which they had no means of discharging but by a foreign and circuitous* commerce. By this commerce (except the value of ships built for the British merchants, the amount of which cannot possibly be ascertained) they must, since the year 1700, have obtained from other countries, and remitted to this, upwards of thirty millions sterling in payment for goods taken from hence, over and above the amount of all their own produce and fisheries remitted directly†. By foreign, is meant the trade to the West Indies, Africa, and all parts of Europe, except Great Britain.

Balance

* Whatever diminution there may be of their circuitous trade, we shall gain, and with the benefit of freight; all the profit connected with a more extensive navigation.

† There should be added to the value of exports to America, between two and 300,000*l.* sent to Africa annually for the purchase of slaves, which were chiefly imported

Balance or excess of exports to, and of imports from, the American States from 1700 to 1773:

	Excess of Exports.	Excess of Imports.
The four New-England States - - - -	£. s. d.	
	13,896,287	11 4½
New York, New Jersey, and Pennsylvania, including Delaware counties - - -	16,941,281	7 4½
	30,837,569	6 9
Virginia and Maryland North and South Carolina - - -		£. s. d.
		8,155,363
		11 5½
Georgia - - -	123,034	9 7
Excess of exports to the provinces north of Maryland - - -	30,960,603	16 4
	10,767,033	5 3¼
Balance or excess of exports to America over the excess of imports		10,193,568
		11 0½

imported by our merchants into the revolted provinces. The real exports of England, then, to those provinces, would be 1,531,206l. instead of 1,331,206l. the average annual export of ten years to the American States, as in the annexed Tables; and as the whole imports of those States into England were only valued at 743,560l. they must have been bad paymasters indeed, or have had as much foreign and circuitous trade for their exports as they had directly with Great Britain, to be enabled to pay 20s. in the pound.

* This excess of exports of the southern Colonies was probably more than balanced by the number of slaves annually imported there by British merchants from Africa.

It is at the same time satisfactory to discover, that the more northern States of America, in the extent of their circuitous commerce, (and notwithstanding their smuggling trade) found it so much their interest to lay out the neat produce, at least to the value of more than one million a year, in Great Britain. This demonstrates the superiority of our goods; and ought to convince us, that they will, in future, as they did before, give the preference to British manufactures over all others; for the preference formerly given was not the effect of our restrictions; nothing was easier to the Americans than to evade them; and it is well known, that from the first, until some time after the year 1763, they uniformly did evade them whenever they found it to their interest to import the goods and manufactures of other countries with whom they traded; and notwithstanding our Custom-house officers, New England, New York, and Philadelphia, carried on an almost open foreign trade with Holland, Hamburgh, France, &c. bringing home East-India goods, sail cloth, Russia and German linens, wines, &c. The attempts to restrict this commerce was no small cause of the resentment and animosity which afterwards broke out with the violence we have seen.

Instead of exaggerating the loss suffered by the dismemberment of the empire, our thoughts may be employed to more advantage, in considering what our situation really is, and what are the
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greatest

greatest advantages that can be derived from it. It will be found better than we expect; nor is the independence of the American States, notwithstanding their connection with France, likely to interfere with us essentially, as has been apprehended, except as to the carrying trade, and this it is in our power to prevent. The carriage of what we used to send to America, was much less than of those articles which we brought from thence; a few tobacco ships will carry back as much of our manufactures as all the American States will consume. *We must therefore retain the carrying trade wherever we possibly can.*—But the demand for our manufactures will continually increase with the increasing population of America. Desponding politicians may derive some comfort from the prospect, that if the American States should hereafter be able to manufacture for themselves, new channels of commerce will be opened, and the inland parts of the continent will require an inexhaustible supply. British manufactures will for ages ascend the great rivers of that continent, and by means of a most extraordinary inland navigation,* will be diffused through
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* It is remarkable, that there is only one mile portage between Cayahoga river, that empties itself into lake Erie, which finally runs into the river St. Lawrence, and the river Muskingum; which runs into the Ohio, and communicates with the gulph of Mexico. It is also very remarkable how small the portage be-

a country more fertile, more susceptible of population, and four times more extensive than all the American States. The dereliction of such a country, by the late inglorious treaty, has deeply wounded

tween the rivers which run into the Lakes Michigan and Superior, and those which run into the Mississippi. Notwithstanding the navigation of the rivers St. Lawrence and Mississippi is obstructed in Winter and Spring; in the first by ice, and in the latter by the rapidity of the waters; and notwithstanding the distance is not above 60 miles between the navigable part of the Potomach, which runs into the Chesapeak, and a navigable branch of the Ohio, yet the river St. Lawrence, the Lakes, the Ohio, the Mississippi, with the Oneido, Mohawk, and Hudson's rivers, as already mentioned, will be the principal communications of the vast country beyond the mountains. The navigation of the Potomach, eight miles above Alexandria, will admit only flat boats. The Susquehanna being full of rapids and falls, and not deep, the navigation of that river is bad. All the rivers of the American States which run into the ocean have in general bad navigation, and only for flat boats from five to thirty tons, except as high as the tides flow; but the Mississippi has no tide, and the rivers which fall into it run through a flat country, and are navigable to their sources.

Half that river has been reserved to us by the Provisional Treaty with the American States; but the right to the half, where the country on both sides belongs to Spain, is not mentioned in the treaty with the latter. If we had kept the Floridas, Britain would have been the most necessary ally to Spain; Canada

and

wounded the honour, and perhaps the constitution* of Britain, and the American States might well receive with astonishment, the unexpected gift; yet the gift, however disgraceful to ourselves
and

and Nova Scotia on the back, and the Floridas in the front, would have awed and kept down the enterprizes of the American States against New Spain. The Indians, who are powerful towards the Floridas, much more so than elsewhere, will soon be incited against the Spaniards. They will be supplied with arms and ammunition.—Those provinces would have been a good barrier between the American States and our islands. In our hands they would become populous by the migration of Loyalists and other advantages, instead of remaining almost desert under the Spaniards, and if considered as a curb on Spain, her trade might be more effectually molested from the harbours of Florida, (near which every ship from the gulph of Mexico and the Havannah must pass) than from Gibraltar. There is not a finer harbour than that of Spiritu Santo, or the Bay of Tampa, in East Florida.

* The application to Parliament to enable the Crown to make peace with America, acknowledges, that the Royal prerogative was not competent to dismember the empire; but the act which passed on that occasion, by no means enables the Crown to dismember the province of Quebec, (formed by act of Parliament) no part of which was then in rebellion, or in the possession of the rebels. The act, after mentioning the Thirteen revolted Colonies *by name*, gives a power to his Majesty, “to conclude a peace or truce with the SAID Colonies,
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and unnecessary, will be vain and useless, if not mischievous to the new sovereign. The authority of the Congress can never be maintained over those distant and boundless regions,* and her nominal subjects will speedily imitate and multiply the examples of independence. But it will be a long time before the Americans can manufacture for themselves. Their progress will be stopped by the high price of labour, and the more pleasing and more profitable employment of agriculture, while fresh lands can be gotten; and the degree of population † necessary for manufactures cannot be

any law or act of Parliament, matter, or thing, to the contrary, notwithstanding." And also, "To repeal, annul, and make void, or to suspend for any time, the operation and effect of any act or acts of Parliament, which relate to the *said* Colonies."—But the act gives no other power.

* They can derive no benefit from the American States, and they will be little disposed to share their taxes and burdens. The settlements on the west side of the Alleghany mountains are already very considerable. Twenty thousand people at least have settled during the war along the eastern banks of the Ohio, from Pittsburg to Kentucky; and the Assembly of Pennsylvania has already been obliged to make a law, declaring it treason for any person or persons to form independent communities in the western parts of the state.

† The following account of the population of the American States has the authority of Congress. It is only

be expected, while a spirit of emigration, especially from the New-England provinces to the interior parts of the continent, rages full as much as it has ever done from Europe to America. If manufacturers should emigrate from Europe to America, at least nine tenths of them will become farmers; for they will not be confined to

only an estimate, except Rhode Island and Connecticut: the rest, it is acknowledged, is set too high, and that the slaves are included. The best accounts state the number of whites in the American States, as not exceeding 1,700,000. The artifice of representing them as near 3,000,000 at the beginning of the war, is not now denied.

An estimate of the inhabitants of the United States of America, to be made the basis of an assessment in the respective States.

	Inhabitants.	Proportion of 1000.
New Hampshire,	82,200	34
Massachusetts Bay,	350,000	147
Rhode Island,	50,400	21
Connecticut,	206,000	86
New York,	200,000	84
New Jersey,	130,000	54
Pennsylvania,	320,000	134
Delaware,	35,000	15
Maryland,	220,700	92
Virginia,	400,000	167
North Carolina,	200,000	84
South Carolina,	170,000	71
Georgia,	25,000	11
	<hr/> 2,389,300	<hr/> 1000
		many-

manufactures, when they can get much greater profit by farming.*

No

* Yet the emigrants from Europe to the American States will be miserably disappointed; however, having got into a scrape, they may wish to lead others after them. When the numberless difficulties of adventurers and strangers are surmounted, they will find it necessary to pay taxes; to avoid which, probably they left home, and, in the case of Britons, gave up great advantages. The same expence, the same industry that became absolutely necessary to save them from sinking in America, if properly employed in most parts of Europe, would give a good establishment, and without the entire sacrifice of the dearest friends and connections, whose society will be ever lamented, and whose assistance, although not to be exerted at the moment, might at other times be most important.

The absolute necessity of great exertions of industry and toil, added to the want of opportunity of dissipation, in the solitary life of new settlers, and the difficulty and shame of returning home, alone support them there. They find their golden dream ends, at most, in the possession of a tract of wild uncultivated land, subject, in many cases, to the inroads of the proper and more amiable owners, the Indians.

Emigration is the natural resource of the culprit, and of those who have made themselves the objects of contempt and neglect; but it is by no means necessary to the industrious. It is generally calculated, that not above one emigrant in five succeeds so as to settle a family. Those who cannot stay at home, would do better if they emigrated to our West-India islands; they

might

No American articles are so necessary to us as our manufactures, &c. are to the Americans; and

might there lay out their time and fortune with a greater prospect of success than in the woods of America.

The motives that induce emigrants, except culprits, to leave their country, are generally to avoid taxes, and make a fortune. America is certainly not now the country to suit them. There is no country in Europe that pays such heavy taxes as the American States; and as the number of those who possess large fortunes are inconsiderable, the taxes of course fall heavier on the lower ranks. An Englishman thinks nobody pays such heavy taxes as he does; but when he sees the list of those now levied in the States, he is astonished.

Before the revolt, the expences of the provincial governments of America were defrayed by a poll tax, and assessment on estates, and by an impost on exports and imports. The mode of taxation differed however in the several provinces. It is said that the province of New York paid, under the British government, only the forty-fifth part of the sum at which it is now taxed. The taxes in general are so high, that they cannot possibly be paid. In New England, a general excise has been laid on all foreign articles, from two and a half to five per cent. on wines, brandies, tea, rum, and on many other articles, to a still higher rate, amounting to above 20 per cent. in many instances. Besides which, taxes are laid on lands improved and unimproved, to be valued at the discretion of the assessor, and on houses. All male persons above the age of sixteen and under fifty, are assessed at 18l. horses and cattle three years old and upwards, at 4l. each, under that age in propor-

and almost every article of the produce of the American States, which is brought into Europe,
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tion; hogs, at 20s. also covering horses, dogs, plate, watches, clocks, mills of all kinds, furnaces, forges, stills, breweries, tan yards, retailers of spirituous liquors, ferries, fisheries, coaches, and carriages of all sorts: these are assessed differently in the several provinces of America, and in general very high. The tonnage of vessels of all sorts is assessed, and the supposed profits made by merchants, lawyers, and mechanics, which is called a tax on faculty. The sum assessed on each is fixed at the arbitrary discretion of the assessors, except in the case of lawyers, or practising attornies, the lowest of which is directed by statute to be 50l. and higher, in proportion to the visible extent of their practice. Traders and merchants are assessed from 20l. up to 1000l. in proportion as it is presumed by the assessors that their business is profitable; and the same mode is adopted even with regard to the lowest tradesmen. Every writ, subpoena, or judicial paper, and all papers issued out of the probate office, are taxed. Besides taxes laid on the above articles, every male, from sixteen to fifty, is obliged to labour at least four days each year in repairing the highways and public roads, and more, if the superintendant of the district requires it. Each male within the above ages is also obliged to exercise in the militia at least four days in each year, more, if the Colonel of the regiment gives orders; he is also obliged to furnish himself with a good fusée, a sabre, with one pound weight of powder, and four pounds weight of ball, at his own expence. All town, school, and parish charges must continue. The expen-

we may have at least as good and as cheap, if not better,

ces of each particular government will be greatly increased, now that each has become an independent sovereignty; and to pay the annual expences of the general confederated government, a tax of 2s. 6d. has already been imposed, besides the duties and excise. In short, it is calculated that a farmer pays nearly 15s. in the pound on all the neat income of his farm and of his labour. The poor labourer must, besides his militia duty and labour on the high roads, be rated at 18l. and of course pay 63s. annual tax, although he cannot hire himself out to labour, on an average, at more than from 10l. to 12l. sterling, by the year; even the best and stoutest labourers cannot get more; and all, without exception, from sixteen years to fifty, the weak and infirm as well as the robust, are subject to the same poll tax. Thus those who were led to believe that independence would free them from all taxes or duties, are already become subject to more, and heavier, than are known in this, or, perhaps, in any other country in the world. Comparatively, the taxes fall very lightly on the lower ranks of people in England. The labourer who drinks little malt liquor, pays few, except those that fall on soap, candles, salt, and leather.

Letters from America mention the miserable condition of emigrants; one from a very respectable person, dated Philadelphia, says, that "a ship with German, and several with Irish emigrants, had arrived there. These poor people were taught to believe, that they had nothing to do on their arrival, but to take possession of the vacated and confiscated estates; but so greatly are they disappointed, that Black Sam, who deals in fruit,

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better*, elsewhere. Both as a friend, and as an enemy, America has been burthensome to Great Britain. It may be some satisfaction to think, that by her breaking off rather prematurely, Great Britain may find herself in a better situation in respect to America, than if she had fallen off when more ripe. America never furnished us with any American-born sailors; although it has been asserted, that the British fleet was in great part supplied with seamen from that country. More than half the number employed by the American States during the war, were not Americans. In the southern Provinces, British and Irish sailors principally were employed before the war; in all the other Colonies, they were more than half British, except in New England, where three fourths might be natives. In the time of her greatest

has purchased two fine Irish youths, and employs them in hawking fruit about the streets, and in the meanest employments. Irishmen just emancipated in Europe, go to America to become slaves to a negro! Other letters describe some of the better sort of emigrants, begging about the streets, cursing their folly, and representing the various means by which they were deceived.

* It has been so often necessary to mention, that certain products of the American States are inferior to those of the islands, and of South America, and other countries, that it might almost seem invidious; but on the strictest enquiry it is found that they are, and the argument required that they should be stated,

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prosperity, the money which America raised, was trifling. She will feel the loss of 370,000*l.* a year, which was the expence of the British establishment there, and was drawn from this country*. Pennsylvania, even with the aid of a parliamentary donation of 80,000*l.* sterling, was twenty years sinking 313,043*l.* sterling, granted for the expence of the war begun 1755, at the rate of 18*d.* in the pound on the annual value of real and personal property. Pennsylvania, although she never paid much above 20,000*l.* yearly currency, complained greatly of her taxes.

It will not be an easy matter to bring the American States to act as a nation; they are not to be feared as such by us. It must be a long time before they can engage, or will concur in any material expence. A Stamp act, a Tea act, or such act, that can never again occur, could alone unite them; their climate, their staples, their manners, are different; their interests opposite;

* Before the war in 1755, the expence of our establishment in America was 70,000*l.* From the peace of 1763 to the time of the Stamp act, it was 370,000*l.* yearly, although the French were driven from North America, and Canada and the Floridas only were added. The customs, from the 5th of January, 1768, when the Board was established, to 1775, when the troubles began, amounted to about 290,000*l.* in a little more than seven years; out of which the expence of collecting is to be deducted. The only other revenue was the quit-rents, which were never tolerably paid, except in the south, and barely defrayed the expence of collecting.

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and that which is beneficial to one, is destructive to the other. We might as reasonably dread the effects of combinations among the German as among the American States, and deprecate the resolves of the Diet, as those of Congress. In short, every circumstance proves, that it will be extreme folly to enter into any engagements, *by which we may not wish to be bound hereafter*. It is impossible to name any material advantage the American States will, or can give us in return, more than what we of course shall have. No treaty can be made with the American States that can be binding on the whole of them. The act of Confederation does not enable Congress to form more than general treaties*: at the moment of the highest authority of Congress, the power in question

* Part of the ninth article of Confederation, &c.
 " Provided that no treaty of commerce shall be made, whereby the legislative power of the respective States shall be restrained from imposing such imposts and duties on foreigners, as their own people are subject to, or from prohibiting the exportation or importation of any species of goods or commodities whatsoever; of establishing rules for deciding in all cases what captures on land or water shall be legal, and in what manner prizes taken by land or naval forces in the service of the American States, shall be divided or appropriated; of granting letters of marque and reprisal in times of peace; appointing courts for the trial of piracies and felonies committed on the high seas; and establishing

question was withheld by the several States †. No treaty that could be made would suit the different interests. *When treaties are necessary, they must be made with the States separately. Each State has reserved every power relative to imports, exports, prohibitions, duties, &c. to itself. But no treaty at present is necessary.* We trade with several very considerable nations, without commercial treaties. The novelty of the case, and the necessity of inquiry and full consideration, make it improper for us to hurry into any engagements that may possibly injure our navigation. When men talk of liberality and reciprocity in commercial matters, it is clear, either that they have no argument, or no knowledge of the subject, that they are supporting a favourite hypothesis, or that they are interested. It is not friendship or favour, but exactness and punctuality, that is looked for in commerce. Our great national object is to raise as many sailors and as much shipping as possible; so far acts of Parliament may have effect;

courts for receiving and determining finally appeals in all cases of captures."

The sixth article says, "No State shall lay any duties which may interfere with stipulations in treaties entered into by the American States in Congress assembled, with any Prince or State, in pursuance of any treaties already proposed to the courts of France and Spain." The Confederation is dated the 9th of July, 1778.

† An attempt to give them general powers, has very lately failed.

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but neither acts of Parliament nor treaties, in matters merely commercial, will have any force, farther than the interests of individuals coincide; and wherever advantage is to be gotten, the individual will pursue it.

At least four fifths of the importations from Europe into the American States, were at all times made upon credit; and undoubtedly the States are in greater want of credit at this time than at former periods. It can be had only in Great Britain *. The French, who gave them credit,

* This credit was so extensive and so stretched beyond all proper bounds, as to threaten the ruin of every British merchant trading to America in the year 1772. The long credit given to America, the difficulty of recovering debts, (which from the feebleness of the new governments, must become still more difficult) greatly prejudiced our trade with that country, and made bankrupts of almost three fourths of the merchants of London trading to America, particularly to Virginia and Maryland. Some of the provinces never paid more of their debts than was just necessary to keep up their credit. They employed British money to improve their country and extend their trade with foreigners. It is asserted, that more goods have been lately sent to America in one year, than that country could possibly pay for in five years. It may be the motive to quarrel, for which different causes will be pretended. Too much credit is an excess in the principles of commerce; it ever must produce bankruptcy in those who give it. Our merchants, it is to be hoped, have acquired experience from the wisdom

credit, are all bankrupts: French merchants cannot give much credit. The Dutch in general have not trusted them to any amount; those who did have suffered; and it is not the custom of the Dutch to give credit, but on the best security. It is therefore obvious, from this and the foregoing state of imports and exports, into what channels the commerce of the American States must inevitably flow,

wisdom of the Dutch, and from the folly of many of our own and of the French merchants. Unless there is prudence, the credit given by the British merchants will, for some years, in the present impoverished state of America, be a drain to the wealth of Britain! But the enterprising spirit of our merchants will lead them, and their wealth will enable them, to give a proper credit. From them only, the Americans can have that credit which is so necessary to their commerce. It may be thought, that having considered in what degree and manner America can supply us, for so much, and no more, we ought to reckon on her demand for our manufactures; but if the exports from the American States to this country are not sufficient to pay for the British manufactures they may want, they must pay the difference, as they used to do formerly, in bills of exchange upon Spain and other countries, which they will get in return for their salted fish, flour, and other articles of export to those places. The balance or excess of exports to and imports from the American States, is given, and shews the large sums which the northern States of America were enabled to pay us by means of their circuitous trade

and that nearly four fifths of their importations * will be from Great Britain directly. Where articles are

* Notwithstanding the resolves of Congress, and all the disadvantages arising from the war, British manufactures, to a vast amount, had the preference, and in great part supplied America, though burthened with double freight, double port charges and commission, and a circuitous voyage through a neutral port. Besides, what went to the Americans through Halifax, New York, South Carolina and Georgia, many ships which cleared for New York and Halifax at the ports of London, Bristol, Liverpool, Scotland, and Ireland, went at great risque, and in the face of the act of Congress, directly to North America. One ship in particular, loaded with British goods, cleared from London for New York, but went directly to Boston; the cargo was sold wholesale, for 270l. per cent. profit—what did the consumer pay who bought the articles by retail? Several cargoes that went to the American States were paid for in ready money, before departure from England; and all this happened when the markets and manufactures of France and Holland, &c. were open to them. These facts being notorious, can it be supposed, our manufactures being so much better, so much cheaper, and so much more suitable, as to support themselves against all these disadvantages in war, that they will not occupy the American markets in peace? And no small advantage may arise to this country from the distrust the French and Americans have of each other in commercial matters. The French, fearing to consign their goods to Americans, sent out factors; while the latter, equally jealous, sent their own people to trans-

act

are nearly equal, the superior credit afforded by England will always give the preference. The American will, doubtless, attempt to persuade the British merchant to be his security with foreigners; but it is certain many foreign articles will go to America through Great Britain, as formerly, on account of the difficulty the American merchant would find in resorting to every quarter of the world to collect a cargo. The Americans send ships to be loaded with all sorts of European goods. A general cargo for the American market cannot be made up on such advantageous terms in any part of the world as in

act their business in France, where several houses were established during the war, which since the peace are settled or settling in England. American agents were also in Holland to little advantage.

The Americans must seek the commerce of Britain, because our manufactures are most suitable. Few trading Americans speak any foreign language; they are acquainted with our laws as well as with our language. They will put a confidence in British merchants, which they will not in those of other nations, with whose people they are unacquainted, as well as with their laws and language. They have impressions of the arbitrary proceedings of the French; they will recollect, that when they went to the French islands, they were not permitted to sell the provisions, &c. they had imported, until the French merchants had sold all theirs; that the French took their goods at what price they pleased, and charged them as they thought proper for their own.

England. In our ports, all articles may be got with dispatch—a most winning circumstance in trade; but wherever they carry fish, and those articles for which England cannot be the entrepot, they will take back wine, silk, oil, &c. from Spain and Portugal, and the Mediterranean*. But if
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* It is not probable the American States will have a very free trade in the Mediterranean; it will not be the interest of any of the great maritime powers to protect them there from the Barbary States. If they know their interests, they will not encourage the Americans to be carriers. That the Barbary States are advantageous to the maritime powers is certain. If they were suppressed, the little States of Italy, &c. would have much more of the carrying trade. The French never shewed themselves worse politicians, than in encouraging the late armed neutrality; but notwithstanding their exultation in it at first, it was not long before they were sensible of their bad policy. The league probably would not long have held together; the Danes had already relaxed. It was the part the Dutch were taking in that league, that brought on them a war, that has neither been very glorious for them, nor advantageous. The armed neutrality would be as hurtful to the great maritime powers, as the Barbary States are useful. The Americans cannot protect themselves from the latter; they cannot pretend to a navy. In war, New England may have privateers, but they will be much fewer than they have been; they will be few indeed, if we do not give up the Navigation act. The best informed say, not less than three fourths of the crews of the American privateers, during the late

we maintain the carrying trade, half the commerce of the American States, or less than half, without

war, were Europeans. It has been shewn, America has not many sailors, and they are not likely to be increased if we are prudent; and when Irishmen learn to employ themselves better than in fighting the battles of the Americans, by sea as well as by land, the character of the latter will not in general be very martial; their condition, state, circumstances, interests, must prevent. It is remarkable how few good harbours there are for large ships of war in the American States, south of Cape Cod, at least we have found none except at Rhode Island; and if a navy could be afforded, there would be as much difficulty in agreeing, that so essential an establishment should be at Rhode Island, as there would be in removing the Dutch Admiralty from Amsterdam, whose harbour is remarkably bad, and greatly inferior to several others in Holland—but the influence of Amsterdam is powerful. To the southward of the Bay of Fundy, there is not flow of tide sufficient to enable the Americans to have a dry dock for ships of the line. The want of durability in their timber would alone make a navy most expensive to them. Immediately on the peace, their master builders left off building, on account of the high wages, the high price of certain materials, and the small demand for shipping, except fishing vessels, and the latter will decrease; but as to the expence of forming and maintaining a navy, it may be observed, that, before the war, America raised a revenue of nearly 62,700*l.* which is not a twelfth part of what she must now raise, without an attempt at having one ship of war, allowing very moderately

without the expence of their government and protection, and without the extravagance of bounties, would be infinitely better for us than the monopoly, such as it was.

Free

moderately for her different establishments, and only the interest of the debt she has acknowledged. A country which has such opportunity of farming, cannot be supposed to produce many seamen. There is not a possibility of her maintaining a navy. That country, concerning which writers of lively imaginations have said so much, is weakness itself. Exclusive of its poverty, and want of resources, having lost all credit, its independent governments, discordant interests, and the great improbability of acting again together, the circumstance alone of such a vast country, with a third less of people, exclusive of negroes, than that small spot in Europe inhabited by the Dutch, is incompatible with strength. If the inhabitants were collected on one tenth part of her territory, she would be infinitely more powerful, and might be more commercial. Her population is not likely to increase as it has done, at least on her coast. On the contrary, the present inhabitants are likely to fall back to the interior country to get better land, and to avoid taxes; and there they may, in some ages, become as numerous as a country of farmers, without markets, can be expected, but the settlers beyond the Allegany mountains cannot become commercial. It is supposed, that the population of the American States doubled every twenty-five years, owing, however, to encouraged emigration from Europe, as well as to natural increase; but this happened while they were protected and encouraged in various shapes by England, before they were convulsed,

Free ports at Bermuda, the Bahamas*, the West Indies, &c. have been suggested, as means of

convulsed, and what is still of greater consequence, before they paid the taxes of independence, and before there were British colonies in competition where greater advantages are to be found.

* We had better think of establishing part of the Loyalists on the Bahamas, in the best manner we can; inhabitants are wanting on these numerous islands. Many of those unhappy people might live there comfortably in a short time, cultivating lands for cotton, building ships, &c. Valuable hard timber, such as mahogany, &c. is to be found in those islands. They should be encouraged to direct their views to navigation as the Bermudians do. The growth of cedar on the rocky soil and mountains of Bermuda is wonderful; in 25 or 30 years, it is of size sufficient for their largest ships. The timbers of a cedar vessel will last for generations. The Bermudas should be fortified, and have a respectable garrison, and a circumspect officer, or be dismantled entirely. But the Bermudas and Bahamas, properly managed, might essentially command the French and Spanish West India trade.

Nothing is more respectable than the liberality and good policy of Ireland towards the Genevans. No country is more forward in generosity. If she has the means, why is not the bounty of Ireland extended to American Refugees? She wants inhabitants. It would be a great acquisition for England, if the Loyalists were put in possession of all the royal forests, chaces, and waste lands of England. But where would they find the money to cultivate them? They might sell a part.

assisting

assisting commerce. They are in general nests for smugglers, and detrimental to the fair trader. At the same time that they encourage the American States, they would encourage emigration from Britain and Ireland to those States. Every encouragement given to the trade, cultivation of land, or the fishery of the American States, acts as a bounty on emigration; the restraints which have fallen on their fisheries, have already had a considerable effect in favour of our Newfoundland fishery. Jamaica can raise Indian corn, live stock, &c. sufficient for her use; and if a sufficiency of Indian corn could not be procured in the other islands, it has already been stated that peas and beans may be had from our remaining colonies or this country, which would answer the purpose equally well; therefore, as the British West Indies can be supplied upon reasonable terms with every thing they possibly can stand in need of, without being materially injured for want of a market for any part of their produce, no good reason can be assigned for making any free ports. The effects of such a measure would be the opening a channel for smugglers, to the prejudice of fair trade and of the revenue, and a division of the carrying trade of this country with the American States. The consequence is obvious; the Americans will build ships, our artificers and sailors will emigrate to America, and they and their progeny be lost to this country for ever.

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If the subjects of the American States should go to the British free ports to sell their lumber and some other articles, perhaps a little cheaper than they could be procured from our remaining colonies, it does not by any means follow, that they will take any British West-India produce in return; on the contrary, it is clear they will take little from British free ports but money*, and they will, as they have hitherto done, go to the foreign West-India settlements with their ready money, and purchase such West-India commodities as they want, at a much lower price than British West-India produce could be sent to any free port in North America, as has been already shewn. Particular free ports are injurious;—if general regulations cannot be made to answer the purpose intended, we should not venture to make a change. We had better give up the islands than open the trade to the Americans, or any nation; and we may almost as well open the trade, as make free ports in the West Indies. Before it is done, West-India Custom-house officers should be less corrupt. The advantage to be derived from a British free port, which cannot be got through a foreign free port in those parts, does not appear. It will be said, through free ports we should get Spanish dollars. It is answered, the latter may be got without such means.

* That mischief has already taken place in the out-ports, and many have gone this spring (*viz.* 1784) from the port of London.

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The introduction of the produce of foreign islands into British free ports, might hurt our West-India islands, and smuggling would be greatly encouraged by them; but, above all other considerations, free ports will be dangerous to our carrying trade; they will undoubtedly be the means of dividing it with others. American, or the shipping of any nation, would carry from them our West-India produce where they pleased. They may be advantageous to individuals; but if a free port is in any case necessary or proper, it must be at Bermuda, or one of the Bahama islands, and for those articles only that it may be absolutely necessary for the British West-India islands to have from the southern American States, Indian corn and rice; and rum only should be received in return. The laws of Congress could not prevent the Americans from running to Bermuda with their provisions, &c. Free ports, however, in those parts, are absolutely unnecessary; in many respects they are extremely exceptionable*; but the allowing the produce and merchandise of the

* It has been already observed, that if any free port is established, American oil, which will be smuggled into such port, and transported from thence to the British West Indies as well as to this country, to the ruin of our rising whale fishery. Dunkirk is much more hurtful to France as a free port, than advantageous. No severities or precautions can prevent the smuggling from thence into the country a great quantity of goods.

American

American States, imported only in ships of that country or of Britain, to be stored, until a sale can be made of them at home, or in some other part of Europe, might be of great advantage to both countries. The produce and merchandise, when landed, should, if sold for consumption in the kingdom, be subject to, and pay, when taken from the warehouses, the duties and taxes which are or may be laid upon such articles; but such part as shall be re-exported to foreign markets should be subject to no burden whatever, excepting the usual store rent, and unavoidable charges at the Custom House; and regulations should be made, giving every possible facility at the Custom Houses. By this means the British merchant will have the management of the sales; and the advantages to be derived from them; and the American, without running the risque, and incurring the expence of going from one port to another, will be at all times sure of the best market to be had in Europe. The American commerce, especially for the most necessary and the most bulky articles, would, in a great measure, center in this kingdom. The merchants in America, not being able to make remittances in advance, but, on the contrary, obliged to go in great part on credit, being enabled thus to deposit their effects at the disposal of their correspondents, at the highest market which can be had in Europe; and in case they are universally low on the arrival of the produce, to wait a demand and rise of them,

will derive to themselves a very essential advantage; and the British merchant, being secured in his returns, will readily answer the American orders for goods, previous to the sale of the articles that have been shipped to him for payment. By adopting this plan, we should have the carrying from hence of the several articles, or great part of them, in British ships. This might in a great degree prevent the ships of the American States from going to other countries, and taking from thence produce and manufactures merely for a freight, though not so advantageous; and it would promote the taking, through Britain, such articles as the American States may want from other countries, which this country does not supply. The articles should be placed in public stores, and only certain ports should be allowed to receive them*. France is not without the

* Since the last edition of this pamphlet, the mode here proposed has been adopted; but the idea would have been still better carried on with respect to tobacco, if at the end of the fifteen months (the expiration of the bond) the whole or any part of the deposited tobacco under the King's locks could be entered for inland or home consumption, on the same duties or discount as on the day of arrival. It would encourage the American to deposit his tobacco here, waiting for a foreign market, having it in his power to take it out on the same terms as on the first importation. It gives an advantage to capitals in trade, by not inducing prompt payment for the sake of the discount.

idea of opening ports in the manner now mentioned. The idea is suggested here for consideration, and may be worthy attention *. It might be

*It is a most extraordinary circumstance, that a nation, which states itself to be commercial, should not have a Minister, or Board, or person whatever, who necessarily attends, and applies to, comprehends, or considers the state of commerce—Some establishment of the kind might have been, particularly at this moment, of the utmost advantage. A knowledge of the nature, extent, operation, influence, and changes of commerce, cannot be expected from Ministers in general, especially from those, the application of whose whole time to the business of keeping themselves in office, is barely sufficient for the purpose (such is called government in this country.) A Committee of the Privy Council may now and then spare a moment to try a plantation cause; but it is an insult to the understanding of any man acquainted with this country to say, that the Privy Council will ever form or follow any system, examine into, and really understand the concerns of commerce. The highly-commendable attention which has been lately given by a Committee of the Privy Council, to a principal part of the subject of this work, will ever be an exception to this rule; but the necessarily-laborious perseverance exercised on the occasion, is an argument against its happening often. It must ever be a reflection on the understanding of the nation which so readily gave up, and on that bill which abolished the Board of Trade, without substituting any thing in its place; at the same time suffering such offices to exist, in the manner they then did, as the Tellers of the Exchequer, Auditors of

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be extended to goods from other countries as well as from America, to promote an increase of the trade and navigation of this country. For the accommodation of our merchants, all high-duty goods should be allowed to be warehoused, and to be taken for exportation free of duty. The distress which frequently arises from the want of ready money to satisfy the duties at the time of importation, would be effectually prevented; as likewise the various artifices made use of at present to obtain drawbacks fraudulently, by which there can be no doubt that the revenue suffers considerably, probably more than it gains by the sums retained at present for goods intended to be exported*. No drawbacks should be allowed

the Exchequer and Imprest, and the sinecure offices of the Customs, &c. Boards of Treasury and Admiralty, comparatively are of little consequence, the business of the Commissioners or Lords, except the First Lord, being nearly no more than officially to sign their names. If the Board of trade gave improper influence (which few people seem now to think it did) or was improperly filled up, the objections might have been removed, without the strangest neglect of our Colonies and commerce, by the abolition of the only board which could be useful to both.

* In 1772, previous to the war, the import of tobacco into Scotland was 45,259,675 lb. duties 1,178,637 l. the export that year was 44,423,412; drawback 1,156 859 l. In 1773, the import of tobacco was

44,543,050 lb.

allowed after the goods have been taken out for home consumption, and the duties once satisfied. Each delivery of goods from the warehouse should be of sufficient quantities to prevent hardships, vexatious or otherwise, by too frequent attendances.

The facts on which these observations are founded, were not by any means lightly taken up; they have been minutely and carefully enquired into, and strictly examined, especially those which are in any degree material; but there may be mistakes, although every precaution has been taken to avoid them, and they are, for this reason, publicly submitted to still farther enquiry. The observations have been thrown out as they occurred, in a hurry, and without a nice attention to method or to ornament. The purpose, however, will be answered, if they should lead men to see the necessity of maintaining the spirit of our navigation laws, which we seemed

44,543,050lb. duties 1,159,975l. export 46,389,518lb. the drawback 1,208,060l. But when the import and export were reduced by the war comparatively almost to nothing, the revenue was improved. In 1781, the import was 1,952,243lbs. duties 53,381l. export 1,788,057lbs. drawback 48,892l. In 1782, the import was 2,624,807lbs. duties 110,278l. exports 934,282lbs. drawback 39,252l. So that in the two years when the commerce was at the highest, the revenue lost 26,307l. but in the two years when it was at the lowest, it gained 75,515l.

almost

almost to have forgot, although to them we owe our consequence, our power, and almost every great national advantage. The Navigation act, the basis of our great power at sea, gave us the trade of the world : if we alter that act, by permitting any state to trade with our islands, or by suffering any state to bring into this country any produce but its own, we desert the Navigation act, and sacrifice the marine of England. But if the principle of the Navigation act * be properly under-

* Sir Josiah Child, in his discourse on trade, mentioning the Navigation act, says, " I am of opinion, that in relation to trade, shipping, profit, and power, it is one of the choicest and most prudent acts that ever was made in England, and without which, we had not been owners of one half of the shipping, nor trade, nor employed one half of the seamen which we do at present." The Navigation act was only of seventeen or eighteen years standing when he wrote. He adds, " this kingdom being an island, the defence of which has always been our shipping and seamen, it seems to me absolutely necessary that profit and power ought jointly to be considered : and, if so, I think none can deny but the act of Navigation has, and does occasion building and employing of three times the number of ships and seamen that otherwise we should or would do." Talking of America and our West-India islands, he says, " if they were not kept to the rules of the act of Navigation, the consequence would be, that in a few years, the benefit of them would be wholly lost to the nation." He

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understood, and well followed, this country may still be safe and great. Ministers will find, when the

said, "the Navigation act deserved to be called our
"CHARTA MARITIMA."

None of our writers have shewn themselves greater enemies to restrictions, monopolies, &c. than Mr. Adam Smith. In his excellent treatise on the wealth of nations, speaking of the Navigation act, he says, "It is not impossible, that some of the regulations of this famous act may have proceeded from national animosity. They are as wise, however, as if they had all been dictated by the most deliberate wisdom. National animosity, at that particular time, aimed at the same object which the most deliberate wisdom would have recommended, the diminution of the naval power of Holland, the only naval power which could endanger the security of England."

He adds, "the act of Navigation is not favourable to foreign commerce;" and afterwards says, "it is true, that it lays no burthen upon foreign ships that come to export the produce of British industry. Even the ancient alien's duty, which used to be paid upon all goods exported as well as imported, has, by several subsequent acts, been taken off from the greater part of the articles of exportation. But if foreigners, either by prohibitions or high duties, are hindered from coming to sell, they cannot always afford to come to buy; because, coming without a cargo, they must lose the freight from their own country to Great Britain. By diminishing the number of sellers, therefore, we necessarily diminish that of buyers, and are thus likely, not only to buy foreign goods dearer, but to sell

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the country understands the question, that the principle of the Navigation act must be kept entire, and that the carrying trade must not in any degree be hazarded. They will see the precipice on which they stand; any neglect or mismanagement in this point, or desertion of national interest, to gain a few temporary votes, will inevitably bring on their downfall, even more deservedly than

“our own cheaper, than if there was a more perfect freedom of trade. As defence, however, is of much more importance than opulence, *the act of Navigation is, perhaps, the wisest of all the commercial regulations of England.*” He also says, “there seems to be two cases, in which it will generally be advantageous to lay some burden upon foreign, for the encouragement of domestic industry. The first is, when some particular sort of industry is necessary for the defence of the country. The defence of Great Britain, for example, depends very much upon the number of its sailors and shipping. The act of Navigation, therefore, very properly endeavours to give the sailors and shipping of Great Britain the monopoly of the trade of their own country; in some cases by absolute prohibitions, and in others by heavy burdens upon the shipping of foreign countries.” He then states, first, that part of the act which says, “All ships, of which the owners, masters, and three fourths of the mariners are not British subjects, are prohibited, upon pain of forfeiting ships and cargo, from trading to the British settlements and plantations.”

Restraints upon trade are for the general good of the empire. We may learn from the best writers upon the

than the miserable peace brought on that of their predecessors; and as the mischief will be more wanton, their fall will be, as it ought—more ignominious. Their conduct on this occasion ought to be the test of their abilities and good management, and must determine the degree of confidence which should be placed in them for the future. This country has not found itself in a more interesting and critical situation than it is at present. It is now to be decided, whether we are to be ruined by the independence of America or not. The peace, in comparison, was a trifling object; and, if the neglect of any one interest more than another deserves impeachment, surely it will be the neglect of this, which involves in it, not merely the greatness, but even the very existence of our country.

subject, that the *freedom of commerce* is not a power granted to merchants *to do what they please*; this would be more properly the slavery. The constraint of the *merchant* is not the constraint of *commerce*. The laws constrain the *merchant*, but it is in *favour* of commerce, exactly as in the body politic, the checks of licentiousness are productive of true liberty; or, in the individual, the due regulation of free-will is the perfection of virtue.

The first part of the report is devoted to a
 description of the land, and the various
 improvements which have been made
 since the year 1840. The second part
 contains a list of the names of the
 proprietors of the land, and the
 names of the persons who have
 been appointed to manage the
 affairs of the land. The third part
 contains a list of the names of the
 persons who have been appointed to
 manage the affairs of the land.

The fourth part of the report is devoted to a
 description of the land, and the various
 improvements which have been made
 since the year 1840. The fifth part
 contains a list of the names of the
 proprietors of the land, and the
 names of the persons who have
 been appointed to manage the
 affairs of the land. The sixth part
 contains a list of the names of the
 persons who have been appointed to
 manage the affairs of the land.

THE Tables annexed, have not hitherto been published or brought together in the same point of view. Many new Tables are added since the first editions; several of the former Tables are thrown into one, and those of the first editions, in which the information could be considered in any degree doubtful, are omitted.

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A P P E N D I X

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THE following Tables will afford abundant
 matter of observation to the intelligent. They
 are formed from authentic documents; a consid-
 erable part from a number of papers which were
 laid before the House of Commons, in conse-
 quence of a motion from the author; and this
 opportunity may be taken for mentioning,
 that all the calculations, and all the observa-
 tions, throughout the work, are founded on
 authentic documents, some procured not without
 trouble and expence, and others furnished by the
 liberal concurrence of those who were possessed of
 papers that could illustrate and establish the argu-
 ments which are now brought forward. They
 are so voluminous, that a very small part only
 could be given to the public; but the endeavour
 has

has been to select the most comprehensive, and the most useful. They will assist those who wish to examine the state of British and American commerce — they may help to remove prejudice and vulgar error—they will prove, that our country does not entirely depend on the monopoly of the commerce of the Thirteen American States, and that it is by no means necessary to sacrifice any part of our carrying trade for imaginary advantages now to be attained.

The tables No. I. and II. shew the amount of the principal American and West-Indian staple commodities, which were imported into, or exported from, Great Britain, during the year 1773, the most prosperous of our commerce, and during 1782, the year of the most general war the nation ever sustained. This table is curious, as well as instructive. The imports and exports of 1773, exhibit a view of our colony trade during its usual course; those of 1782, point out the circuitous course that the ingenuity of individuals concerned in trade, had found for their ventures under the greatest embarrassments.

No. III. gives the total of the imports and exports of the before-mentioned staple commodities for a period of ten years, shewing their fluctuations in peace and war; and the bad effect of war on commerce—It proves the absurdity of engaging in war, under the idea of gaining customers by means of foreign settlements. At the same

same time it seems to shew, that the duties laid on during the war, had no great effect on the imports, particularly of sugar and rum.

No. IV. gives the imports into America from the South of Europe, from Africa and the West Indies, which, including the Wine Islands, were the only countries with which the several provinces could carry on any legal commerce. Also, an estimate of their value at the port of importation, exclusive of duties, amounting to 1,123,096*l*. which proves the assertion, that the Colonies received all their imports through England was not true, and consequently that we have not lost the supply to that amount.

No. V. and VI. give the exports from America, to all parts permitted by law; with an estimate of their value at the port of exportation.

No. VII. shews the number of vessels employed by the continental Colonies, with their tonnage, immediately before the revolt.

No. VIII. gives the state of the French Newfoundland fishery before the war of 1744; to which state, or nearly the same, that rival nation is now restored by the last peace.

Table No. IX. gives the imports and exports of South Britain from and to all parts; together with the balance of trade from 1700 to 1780, inclusive, according to averages of each succeeding ten years; which averages are much more to be relied on than those of two, three, or

five years, because by taking single years, or short averages, a balance may be exhibited as very large or very small. The balance or excess of exports has been various, and not always in proportion to the value exported. In 1750, the total value of exports amounted to 15,132,004l. 3s. 1d. and the excess or balance to 7,359,964l. os. 8d.; but in 1771, when the exports were at the highest ever known, viz. 17,161,146l. 14s. 2d. the balance or excess was only 4,339,150l. 17s. 5d. Those who reason merely from these balances, and are content with such a superficial view, will find themselves liable to much error. The unfavourable appearance of the balance of trade at some periods, has arisen not so much from a diminution of our exports, as from an increase of our imports, consisting chiefly of materials for our increasing manufactures. Our imports have increased in thirty years, from less than seven millions and an half, to upwards of eleven millions and an half.

The average exports from 1760 to 1770, exceed those from the latter period to 1780, above 900,000l. This is easily accounted for by the American war; a very great part of the decrease arose from the loss of the tobacco, rice, and other trade in American produce, during the last five years of the latter period, which had been valued outwards as part of our exports; and it had also been valued inwards as part of our imports. The average imports of the first five years, viz.

from

from 1770 to 1775 were 12,870,271*l.* Exports, 15,840,504*l.* Average imports from 1775 to 1780, 11,050,861*l.* Exports, 12,635,929*l.* The exports to America for the first five years, viz. those that preceded the war, greatly exceeded any former exportations to that country; perhaps it partly arose from a prudent attention to lay in stores previous to the bursting of the storm. It may here be worthy of observation, that although upon the ten years average, from 1770 to 1780, there seems an annual balance of 2,152,280*l.* in our favour; perhaps more than that sum was absorbed by the amount of goods * smuggling into this country, and by the interest paid to foreigners on our national debt: the former has been stated at about two millions; and if the proportion of capital stock belonging to persons residing abroad, be, as is said, upwards of thirty millions, the yearly interest to be remitted them is about 800,000*l.*†. These would produce a balance against us of above 650,000*l.*

* With respect to the goods carried in our smuggling vessels from hence to the continent of Europe, they do not appear considerable enough to merit a remark.

† The circumstance of large sums being placed by foreigners in our funds, is not hurtful in the manner that is commonly imagined. The money brought into this country for that purpose, when employed in trade, produces perhaps 10*l.* per cent. or more than double the interest generally derived from the funds.

which is no ways reconcilable with the supposed increasing wealth of this country during the above period. On the other hand it ought to be remarked, that a part of the unfavourable balance on the West-India commerce, amounting, during the same period, to 1,664,383l.* ought to be taken into the account, as that sum had been admitted into the general balance against this country. About one third of the above sum is said to be spent among us, partly by the owners of the estates, or partly in payment of the interest of the large sums of money borrowed from the people of England. The value of slaves † sent by the merchants of this country from Africa to the British West Indies should be added. But so much of the unfavourable balance on West-India commerce as is not spent here by the owners of estates, or in payment for interest, or for slaves, was gained from Britain by North America, by bills of payment for lumber, provisions, freight, &c ‡. Such parts of the income

* Mr. Edwards chuses to state the imports from the British West Indies at four millions yearly; if so, this balance against England would seem to be above 2,700,000l.

† In the year 1773, there were imported directly from Africa into the British West Indies 23,745 negroes, which, at 40l. each, amount to 949,800l. Some years the number was considerably less.

‡ The annual balance in favour of North America, against

come of Irish estates also spent in Britain should be taken into the account, and the great private fortunes which have come from India through other countries. There is also a considerable profit arising to this country by the freight and insurance on all goods paid for and consumed by foreign nations; there is a saving on the consumption of foreign commodities in this country, by our merchants transacting that part themselves. The amount of these are very vaguely computed, as well as the amount of the money spent abroad by British subjects; but the circumstances now mentioned help to shew, that we should not always pronounce the nation enriched or ruined, from a view of Custom-house balances. When exchange is in our favour for a continuance, we have the best criterion of an influx of money—for seven or eight months, till lately*, it has been against us.

The tables which follow No. IX. give the average of each ten years, from the year 1700 to the year 1780, of the imports and exports of South Britain, to and from all parts, distinguishing each place. And the tables No. X. and XI. give the value of all imports and exports of England and Scotland, from Christmas 1780 to 1782, distinguishing each year and place.

against the islands, was near 350,000*l.* including freight, as has been already shewn, and was paid in specie or bills.

* December, 1783.

These

These, together, comprehend the trade of England during the whole of this century.

Table No. XII. gives the total of the imports and exports of South Britain, to and from all parts, for the last twelve years, distinguishing each year, viz. from 1771 to 1782, both inclusive.

Table No. XIII. gives the total imports and exports of South Britain, to and from all North America for the last twelve years, distinguishing each year, viz. from 1771 to 1782, both inclusive.

Table No. XIV. shews the total imports and exports of South Britain to and from that part of America now the United States, for nineteen years, distinguishing each year, viz. from 1764 to 1782, both inclusive.

Table No. XV. gives the total imports and exports of South Britain to and from the British West Indies for twelve years, distinguishing each year, viz. from 1771 to 1782, both inclusive.

It is unnecessary to remark, that the value of the imports and exports, which was calculated from the Custom-house accounts, is not perfectly exact, owing to well-known causes; but they are allowed to be sufficiently accurate to answer, in general, the important purposes of comparison between distant periods, and of contrast between different countries.

If we were to judge from common conversation, or even from parliamentary debate, during almost the last twenty years*, we should be apt to determine, that we had no trade worthy of notice, except that with the revolted Colonies. It was to counteract the effects of that error, (among other purposes) that the foregoing tables were formed; in order to convince the most prejudiced, that Great Britain does not depend alone on her commerce with the American States; and it will be a pleasing observation to every unprejudiced mind, that we have carried on an advantageous commerce with many other countries.

Thus it appears from the tables, that the exports to Ireland alone, estimated by decennial averages, have always exceeded those to the American States.

In the same manner it appears, that the exports even to Holland (if we may determine from similar averages) have, during the late period of twenty years (when it was so fashionable to make fictitious entries for the Colonies at the Custom House) exceeded the exports to the now American States; and thirty years ago, the first were more than double those of the latter. Our trade to Holland has been by far the most steady, having varied little during the current century, yielding us ge-

* When East-India matters have been brought forward, it was generally on different ground from that of commerce.

nerally a balance of a million and a half yearly *, till the late Dutch war, which breaking out suddenly, produced a considerable effect on our exports in the year 1781, at the same period the imports increased very considerably by prize goods, and for the first time during this century, the imports exceeded the exports of England. In that year, the latter decreased near two millions sterling; but in the course of a year, other channels for our exports were found; and in 1782, they increased to about the average annual exports of the war.

Our trade with Flanders has been very great, and our exports thither doubled within ten years.

Our exports to Germany during all the same period, have exceeded those to the revolted provinces of America. It appears that our exportations to Holland, Flanders, and Germany, countries which were of no expence to us, amounted in 1780, to 3,904,734l. 1s. 5d.

The trade with Russia, if to be judged of only by the balance against us, seems very unfavourable; and yet is a most essential trade; the principal articles being necessary to our marine, and all of any consequence except linens, are raw materials; part of which is sent back to Russia manufactured,

* It is well known that Holland could not consume all the articles she took from us, but carried them to Germany, the Baltic, &c.

leaving

leaving great advantage and profit. If we were to judge by the fallacious rule of the apparent balance, our commerce to some of the American States would seem also to be against us; for the balance in favour of Virginia, Maryland, North and South Carolina, in seventy years, amounted to above ten millions; but part of that apparent balance was paid in slaves, which were sent by our African traders to those colonies. In the year 1769, there were imported into North America 6391 slaves, which being valued at 40l. sterling each, were worth 225,640l. Probably other deductions could be made from these balances; this article especially not appearing in our Custom-house accounts as exports to America, being purchased on the coast of Africa with our manufactures sent there.

Notwithstanding the balance of trade with our West-India islands seems considerably more than a million and a half in our disfavour, yet for the sake of the navigation they occasion, few Englishmen wish to relinquish those islands, although we re-export so small a quantity of West-India articles, compared with the importation. The iron, &c. of Russia, the tobacco, rice, naval stores, &c. of the southern Provinces, are returns more advantageous to us than bills of exchange, or specie; they are more beneficial than the products of the West Indies; because the latter are luxuries mostly consumed among ourselves, but the others are absolutely necessary to our navigation and manufactures,

manufactures, furnishing the means of farther profitable trade to other parts, affording an advantage, when taken in return instead of money, employing our shipping, paying freight, commission, &c. &c. and supplying a considerable part of the trade to Holland, Flanders, Germany, &c. already proved to be very beneficial.

The balance of trade with Denmark and Norway is in our favour; but the trade with Sweden, and the East Country, or Baltic, viz. Dantzick, Riga, &c. is of the same nature with that to Russia, and the balance seems greatly against us. Our exports to Spain and Portugal have been very great.

Our trade to the Straits, indeed, has much declined, and also our trade to Turkey; but whenever peace gives security, it appears there is still vigour left in the trade to those parts; and the gradual increase of it, previous to the late war, was very considerable: though dormant, it may revive with spirit. The trade to Africa has doubled within twenty years; which seems to prove the advantages of opening that commerce. The increase of the trade to and from the East and West Indies, has been greater in proportion than the value of that to the American States, within the last thirty years. The average imports from the East Indies, from 1760 to 1780, is about a million and an half, and our exports thither about one million.

It

It should seem obvious how extremely imprudent it must be to employ our commercial capital in one branch of business alone, from the same reasoning as it must prove ruinous to a tradesman to confine his dealings to only one customer. In this case, the very existence of our manufactures and our traffic might depend on a single stroke, or on the events of one war. The late associations of the colonists gave us a greater alarm than the subsequent breach with France; and England had well nigh incurred the disgrace of becoming tributary to her dependencies, by her fears for the loss of her colonial commerce; though the struggles of the last war have happily shewn, that her fears in this respect were groundless, and that the threats of future associations of a similar kind ought to be despised as impotent.—Great Britain, notwithstanding all the associations against her commerce, maintained an expensive war with the most potent nations of the world; which evinced to all Europe the stability of her traffic, the solidity of her resources, and the extent of her strength; and shewed at the same time, that while Britain has less to fear, the nations which provoke her without a cause have much to dread.

Notwithstanding the imprudence or impolicy in turning so much of our commercial capital into the channel of the Colonies, our foreign trade has nearly trebled since the commencement of

It

the present century; as appears from an inspection of the Tables.

Our prosperity may be attributed to very different causes than to the increase of our American territories. Our merchants became more intelligent, they employed greater capitals, and their wealth became greater. New manufactures were introduced in proportion as our artificers acquired greater skill and diligence. Monopolies were abolished, and freedom of trade was thereby promoted. Parliamentary bounties and drawbacks have enabled our traders to send various articles of an extensive commerce with every advantage to foreign markets; but above all, that judicious statute, which freed our exportation from every duty, was alone equal to the production of the gradual increase of our traffic, and the uncommon prosperity of our commerce at the time of the late revolt, had our colonies never existed. Let us not, therefore, sacrifice solid sense to groundless terrors, nor give up the wise system of our forefathers to the idle theories of unexperienced men, or to the interested projects of American *speculators*. A wise nation ought to protect equally every branch of trade, and encourage many markets, without favouring or overloading any, upon the same principle as the prudent merchant himself courts many correspondents, because he finds no friendship in trade.

No country can carry its trade beyond its capital; and there is full sufficient opportunity for employ-

employing ours, diminished* as it may be, without sacrificing our marine. The system of sacrificing permanent interests, from a temporary impatience to induce or enable the Americans to trade with us—The system of courting them, lest their trade should take another turn, and of treating the Navigation act as obsolete, impolitic or useless, cannot be attributed to any thing but ignorance, levity, or treachery, and it can hardly be supposed will be longer tolerated; and when we see American emissaries and interested persons active, we know the attention their attempts to deceive deserves. That memorable act is known to me as far as a bare recollection of the several clauses will go; but few, very few indeed, have taken the trouble to sit down, and seriously consider the many views to which it extends, and the many parts it affects. Among those who pretend to judge of it, there are few who can be presumed to have considered commercial and navigation principles in so enlarged and extensive a manner, as to enable them to decide. This celebrated act, which

* This is doubtful; because the balance of trade during war, the riches from India, and the value of prizes taken, may have overbalanced the *foreign expences* during the war, and interest of money paid to foreigners, &c. An increased national debt, and augmentation of taxes, require a greater quantity of specie in the general circulation; but it is probable our stock for foreign trade is as great as ever, and that the merchants have as great a quantity of the coin circulating for that purpose.

was

was in part intended against the Dutch, and has entirely excluded them from being the carriers to Great Britain, and from importing to us the goods of any other European country, has not prevented the trade between the two countries. About the year 1652, Cromwell, finding the Dutch were the carriers of the produce of our West-India islands, and of Virginia in particular, laid the foundation of the Navigation act by the wise regulations he introduced. The resentment of the Dutch was as great as can be supposed; but the trade, however, with that country, became infinitely greater than with any other, and has continued so, and to such a degree, that in some years the balance in our favour, or excess of exports over imports, has amounted to near two millions sterling, and generally to a million and a half from the year 1700 to 1780; the imports from Holland may generally be averaged at rather less than half a million.

Comparatively with the number of our people and extent of country, we are doomed almost always to wage unequal war. The means of raising seamen, on whom we are to depend in the day of danger for defence, was the principal object of the Navigation laws; and it cannot be too often repeated, that it is not possible to be too jealous on the head of navigation. If our ancestors had not been so, we should not have had this act, and consequently not half the shipping we now have; and this jealousy should not be confounded with that

I

towards

towards neighbouring countries as to trade and manufactures; nor is the latter jealousy in many instances reasonable or well founded. Competition is useful, forcing our manufacturers to act fairly, and to work reasonably. We have borrowed most manufactures from our neighbours, and improved them. The disposition of Parliament, and of the country, is to encourage all manufactures and useful undertakings, at least in their infancy, till they are on a footing to take care of themselves; and when once well established, it is not necessary to sacrifice other interests of the country to keep them up on narrow principles, if those principles clash with great commercial views. It is hurtful to force a manufacture beyond reason and the natural circumstances of the country: we have only a certain capital to employ; industry will find out the best means of employing it.

It is not with a thinly-inhabited, nor a poor country, that a great commerce can be carried on. The miserable policy, or rather jealousy, of Britain and France, in respect to each other, is most striking. France began the ill-judged system of prohibiting our manufactures; and at present the trade between two of the most enlightened, most liberal, and richest nations that ever existed, is more trifling than the trade* between many of the

* Except the smuggling trade from France, which has been very considerable, and greatly in her favour; but proper checks to smuggling may reduce it to an equality at least.

petty nations. We think it necessary to call France our natural enemy; if we must have a natural enemy, fortunately we have for such a most civilized, gallant, and generous nation. Nothing can, however, be more unnatural than war between Britain and Spain as nations; but it is not the interests of nations that decide in these matters, but the caprice of princes, ministers, or mistresses, and not uncommonly the still more vile influence of money; but when it is thought proper we should be at peace, we might surely trade with them on principles advantageous to all parties. A jealousy of commerce between Spain and Great Britain is still more absurd, as the products and the state of the two countries interfere less with each other. Britain has been amused by a treaty with Portugal, the utility of which at least is become disputable. Our exports to that country are less than one half of what they were twenty years ago; and the commercial conduct of that country towards us has occasionally tended to exonerate us from the treaty. However, in the mean time, the people of England are sentenced, in favour of that country, to drink her coarse wines, instead of the pleasant and less-hurtful light wines of France, and to pay between 2 and 300,000*l.* annually more than we should pay for the same quantity of wine from France*. The exchange of our manufactures of
iron

* We import above 12,000 tons of Portugal wines yearly, the prime cost of French wines is about 20*l.*
per

iron and steel, and earthen ware, for the wines of France would be advantageous to both countries; and

per ton cheaper than that of Portugal. The wines of the southern provinces of France are much improved; they are of a stronger body than claret, but of the same nature. In Languedoc good wine may be had at 6*l.* per pipe, of two hogheads, or 12*l.* per ton. If the duties on French wines were not heavier than on Portuguese, the prime cost of the latter would be reduced very considerably.

From Portugal and Madeira we import about 25,000 pipes yearly, which, at 17*l.* per pipe paid to Portugal, freight not being included, amounts to 425,000*l.* This exceeds the whole imports from the Portuguese dominions about 50,000*l.* according to the Custom-house accounts, notwithstanding fruit, oil, some articles for dyeing, and other articles are imported from thence as well as wine. Our annual exports to Portugal have diminished 623,243*l.* in twenty years, viz. from 1760 to 1780; and in ten years they have decreased above 200,000*l.* yearly. We export thither considerable quantities of silks, hats, stockings, &c. besides woollens. The decrease in our exports to Portugal is probably in the article of woollens; but how it happens merits enquiry, as no country can afford so cheap as we can, the baize, and other common articles of woollens, which Portugal consumes or re-exports to her settlements. The woollens which she takes from us are sent almost entirely from the north of England. We have not the monopoly of the Portuguese market for woollens; the Dutch also are allowed to import them; and although French woollens are prohibited, they are introduced

and other interchanges we could propose, might make it not desirable or necessary for her to force a competition in certain articles. Various other inter-

under the appearance of Dutch. Portugal has given the advantage to the linens of France. They pay lower duties than formerly, especially the brown linens of Brittany.

Cottons from Britain are strictly prohibited in Portugal. It is said Portugal consumes from 80 to 100,000 quintals of fish from the American fisheries, at 15s. per quintal, freight included; but that a much greater quantity arrives there; that the Portuguese often buy this article to re-export, and a great number of ships first touch at Lisbon, and if they do not find a good market there, they go to other ports, and up the Straits. On an average of eleven years, viz. from 1770 to 1780, both inclusive, the annual imports into Scotland from Portugal were, in value, 16,391l. The exports at the same period from Scotland to that country, were only 1152l. yearly. Although the Portuguese at the time of making the treaty of 1703, objected to the entry of Irish woollens as English, there seems no rational ground for their refusing it at present. It might be the policy of England, but the competition at the Portuguese market would be advantageous to the latter by lowering the price. Only camblets are admitted from Ireland into Portugal, and they were allowed before the Methuen treaty. The principal export from Ireland to Portugal is butter. The consumption of Portugal wine in Ireland is greatly increased the last twenty years; and the consumption of French wines has decreased more than proportionally.

Wines

intercourse might be advantageously recommended, not now necessary to specify. The state of British manufactures, the enlightened and superior character of our merchants above all others, their great

Wines imported into IRELAND.

	French.		Portugal.	
	Tuns.	Hhds.	Tuns.	Hhds.
1764	3,762	2	923	2
1765	4,968	3	1,448	1
1766	4,536	0	1,402	3
1767	4,189	1	1,494	2
1780	1,683	1	2,099	3
1781	2,781	2	2,158	2
1782	1,757	1	1,857	2
1783	1,588	0	2,014	1

Ireland, expecting the same advantages in the Portugal trade as Britain, gives the wines of Portugal that advantage over the wines of France in the imposition of duties, which is described in the treaty of 1703. Upon the whole trade with Portugal, the balance is in favour of Ireland about 60,000l. Portugal could not get provisions and butter so cheap or so good from any country as from Ireland; yet she gives the preference to French linsens, and does not favour Ireland in any article, or supply any that the latter could not get elsewhere as good, except salt, from which Portugal derives wealth and revenue, the duties on the export being above 50 per cent. of the value. It appears then, that we have no monopoly in Portugal, notwithstanding the advantages

great capital, spirit, and enterprize, give us such advantages, that we should perhaps have little to fear

given her in the article of wine in the British islands. It may not suit her policy or interest to maintain or give a monopoly, nor should we desire it, that being the case. The countries should put each other on the footing of the most favoured nation; we should lose little or no advantage that we have at present, and there would be nothing to interfere with a commercial arrangement with France on our part. If Portugal should be so perverse, so ill advised, as to prohibit our woollens in case French wines should be put on the same footing by us as those of Portugal, the prohibition of her wines in our dominions would be ruinous to her. No other country would take her wines; but our woollens, which could not be supplied elsewhere, at least so good or so cheap, would find their way into her dominions through the Dutch or other channels. If the wines of France and Portugal were put on an equal footing in Britain, habit would keep up a great demand for the wines of the latter, in preference to the light wines of the former.

The article of wine should not be dismissed without observing, that although England is not supposed to be a great wine country, it is probable she makes more than she imports. The English have succeeded in most manufactures; and as to quantity, they have not failed in the manufacture of wine; but her imitations being charged to the consumer as high as the foreign wines themselves, they merit an excise, especially as cyder, which is the only liquid, except water, that does not pay heavy taxes, is the principal ingredient, particularly in English port.

The

fear from opening the ports of Britain *gradually*, not *suddenly*, to all the manufactures of France and Spain,

The following comparative view of the importation of Wines from Christmas, 1766, to Christmas, 1770, and from Christmas, 1778, to Christmas, 1782, shews the decrease in the importation, and the loss arising to the Revenue :

	Wines imported from Christmas, 1766, to Christmas, 1770.	Wines imported from Christmas, 1778, to Christmas, 1782.	Decrease of importation.	Apparent loss of duty by the decrease of importation, tho' even calculated at the old rates of the first four years.
	Tons.	Tons.	Tons.	l.
Portugal	52607	46260	6347	185371
Spanish	16690	8008	8682	259754
French	1914	1573	341	22514
Rhenish	720	529	191	6752
	71931	56370	15561	474391

And as the increase of revenue, by the additional duty in the last four years, appears by the Report of the Revenue Committee to be more than

407161

It clearly appears, that the general revenue upon the article was not so great in the last four years as it was from Christmas, 1766, to Christmas, 1770, by the sum of

66230

The

Spain, and indeed of all nations, on condition that they shall open theirs to ours*.

The revenue suffers a loss of about 35,000*l.* annually from the absurd difference of duties, viz. 4*l.* on importation of wines into London and the out-ports.

About forty years ago, the import of wines into the port of London nearly doubled the quantity imported into the out-ports, but latterly the out-ports have imported more than London.

* There is no article of consequence in which it immediately occurs, that the doctrine is more objectionable than in linens and sail-cloth. It is the bounty allowed, which enables much of our coarse linen to go to market, in competition with foreign linens; yet it seems a manufacture perfectly natural to our country: and surely by the help of machines, which might be introduced in some degree in this, as they are in other manufactures, the price might be reduced as low as foreign linens. But it ought to be understood, that as to the admission of all foreign manufactures, they should enter liable to duties equal to any taxes that are on similar articles, or on the raw materials of which they are made here. The system is only supposed to extend to manufactures, and not to the introduction of foreign plantation produce; and it cannot be supposed, foreign corn of any kind should be admitted in competition with the produce of our own soil, loaded as it is with so many taxes. Agriculture would soon cease in this country, if the corn of another country, where labour is low and taxes few, was at all times to be admitted.

The

The navigation principles laid down in this work have been said to be narrow; but they come from one who thinks the above doctrine may be maintained, and with more argument than perhaps at first occurs to inconsiderate prejudice. It is, however, a speculation of the utmost consequence, and not to be adopted in practice, but after mature deliberation.

It may be objected, that although it be necessary to prohibit any nation from trading with our Colonies, why not extend the liberal principles above stated respecting commerce, to the narrow policy of the act of Navigation in respect to Europe—that the ascendancy Britain has attained, would give her the advantage in the carrying trade, as well as in all others—that the shipping of Britain, fostered and brought to maturity by the Navigation act, is now equal to a competition with the Dutch—that Britain would acquire part of the carrying trade of France and of other countries—that notwithstanding the general opinion to the contrary, ship building is cheaper in Britain than in Holland—that the price of labour is lower in Britain, and many of the materials are on the spot—that an English ship carpenter will do his business in two thirds of the time the Dutchman will require—that English shipping is fitted out and navigated cheaper and with more expedition—that the shipping of Britain is better—the masters of ships more intelligent and active—and the sailors more expert:—that there is great confidence

dence in Englishmen—insurance on both ship and cargo in English vessels is of course lower than in the shipping of any other nation—English shipping having as much advantage over the Dutch, as the latter has over the shipping of Norway, Sweden, and the Baltic, in point of character and insurance, and the Dutch have this advantage over the north, notwithstanding the country on the Baltic builds cheaper than any other in the world—and finally, Britain is in so different a situation from that she was in at the time of making the navigation laws, that the circumstance of the Dutch being the carriers for England at that time, cannot now be received as an objection.—Though some of these circumstances may be doubted, yet admitting the truth of the facts, it may be answered, that England has never attempted to avail herself of half the carrying trade she might have had—that the keeping ships for freight, not being the most profitable branch of trade, it is necessary, for the sake of our marine, to force or encourage it, by exclusive advantages—that those, at least, who fancy we cannot carry on our own West-India trade, will not suppose, if France* should agree to let us partake with the Dutch in her carrying

* The sacrifice of the Navigation act would be no advantage to France, except the eventual destruction of our marine: she has not shipping or seamen to carry on her own trade—Admitting our shipping, in competition with the Dutch, might so far be advantageous to her, as it would lower the price she pays for freight.

trade,

trade, that we should much interfere with the latter—that the Dutch are content with a much smaller profit than we are—that they have not the opportunity of such variety of commerce as we have.—That we have not capital for every thing, and that if the great encouragement held out to British shipping by the Navigation act should be done away, we should undoubtedly have much less shipping, and the cheaper shipping of the Baltic and the American States would be introduced, and a sufficiency of shipwrights and seamen would not be found in Britain on the day of danger. It may also be admitted, that in point of commerce it is clear, that the easier the means of exchange of commodities the better; that if foreigners find it more convenient to carry in their own ships what we want, we have a chance of buying cheaper; and by tempting the free arrival of all foreign ships into our ports, we facilitate their taking out our commodities. But the great object of the Navigation act is naval strength; it therefore sacrifices these commercial speculations to strengthen our marine; and in answer to those who would risk our naval power in attempts to enlarge our commerce, surely it should be sufficient to say, we have, without such hazard, an opportunity of more trade than our capital can possibly support, and that it is well worthy consideration, whether we have not engaged by far too great a proportion of our capital in foreign trade, to the great detriment of other important

national concerns, and particularly of the most important of all, namely, agriculture, which at this moment languishes in a great degree by the scarcity of money; it would be found on investigation, that not one half the money is employed in it that should be; and that in many parts, the farms are by no means properly stocked or cultivated. It is also well known, that the price of land has fallen nearly one third within eight or nine years. Putting out of the question the clamours of interested persons, the Navigation act can have no enemies but those who, supposing it merely commercial, do not observe its object is naval strength. Although it is at least doubtful, whether our capital can carry us farther in foreign trade, or whether it is prudent to employ more of it at present in that way, yet, admitting both, and that England, by repealing the Navigation act, might become a country of opulent merchants for a time, (if riches are our only object) we should soon find ourselves unequal to defend our trade—the French and Spaniards would not be content to look into Plymouth, but would soon take possession of the Thames—we should find ourselves, like the Dutch, rich perhaps, as individuals, but weak as a state, and wanting the only proper defence of the island, and of trade, national seamen. In the end we should depend on foreigners, who would exact for freight what they pleased. No man who has thought on the subject, can doubt that it is through the operation

ration of the Navigation act, any number of seamen are employed by us during peace*.

Had the government of James I. and of Charles I. been so wise, and the spirit of their times been so tolerant, as to have given the Puritans no cause for emigration: had America been settled by any other nation, it is more than probable that Great Britain had been more populous and powerful; that her taxes had been much lighter, and her debt much less. Had the emigrants been retained at home, whose progeny now form a people of nearly two millions, in a climate no ways superior, and in most parts inferior, to that of Britain and Ireland: had the lands at home, which still continue waste †, been given them on condition of cultivation, and bounties been added to encourage new products of agriculture; had they been planted on the banks of our rivers and our bays, with a view to fisheries; they would

* Yet, with so little respect has the Navigation act lately met, that although all Governors of Colonies are particularly sworn to enforce it, yet some of the Governors of the West-India islands have even boasted of dispensing with that act in favour of the Americans, subsequent to the peace. No King of England, or Minister, since the Revolution, has ventured to do the like.

† The growth of timber, the inclosure and culture of commons, heaths, and other waste lands, should now be enforced by one general statute, and encouraged by premiums: a tax on pleasure or waste grounds would pay the expence.

have increased the people, and augmented the opulence of Great Britain, in the same proportion as the Colonists have for many years formed a balance to our population, and to our power. Nothing can be more impolitic, at least in a commercial nation, than a fondness for foreign dominions, and a propensity to encourage distant colonization, rather than to promote domestic industry and population at home. The internal trade of Great Britain is much greater than its external commerce. The best customers of the manufacturers of Britain, are the people of Britain. Every emigrant consequently, from being the best customer, becomes the worst; and from being a soldier or a sailor, who may be brought forward on the day of danger, ceases to be of service to the State in any shape. Let considerations of advantage and protection hereafter go hand in hand together. In most cases, the expence of protection and civil government is much greater than the prevention of competition is worth; a prevention which is very seldom complete. The superior state of British manufactures in general does not require other means of monopoly than what their superiority and cheapness will give. If we have not purchased our experience sufficiently dear, let us derive a lesson of wisdom from the misfortunes of other nations, who, like us, pursued the phantom of foreign conquest and distant colonization, and who, in the end, found themselves less populous, opulent, and powerful. By the war of

1739, which may be truly called an American
 contest, we incurred a debt of
 upwards of - - - - - £.31,000,000
 By the war of 1755, we incurred
 a farther debt of - - - - - 71,500,000
 And by the war of the Revolt,
 we have added to both those
 debts nearly - - - - - 100,000,000

£. 202,500,000

And thus have we expended a larger sum in de-
 fending and retaining our Colonies, than the va-
 lue of all the merchandise which we have ever
 sent them: we have, in a great measure, dis-
 burbed this enormous sum, to secure the posses-
 sion of a country which yielded us no revenue,
 and whose commerce called for but 1,655,902l.
 of the manufactures of Britain, taking the ave-
 rage of four years, from 1767 to 1770; so egre-
 gious has our impolicy been in rearing colonists
 for the sake of their custom. It answers, how-
 ever, no good purpose to reflect any farther on
 past errors, than to render us more wise for the
 future.

We, however, have gone great lengths through
 returning good-will to them, or rather through
 an eagerness, not in every respect judicious, to
 engage their commerce: the proclamations for
 opening the intercourse with the American States
 prove it. But it is curious to observe so many
 among us ignorantly or maliciously representing
 those

those proclamations as restraining the intercourse and commerce between the American States and Britain. Whatever restrictions exist, are not new, but arise from fundamental principles of all colonization, and of course take place. The proclamations are, nothing more or less, relaxations of our commercial principles, and of the Navigation act, extremely in favour of the American States. Some of the regulations established by those proclamations relative to tobacco and rice, and some other articles, are very proper, and are founded on good principles; but in other parts the proclamations are very reprehensible. The allowing tobacco, rice, turpentine, tar, pitch, &c. to enter the British ports in American bottoms, on the same footing as if in British bottoms, is an extraordinary relaxation of the Navigation act, and encourages a competition with British shipping: even if it were not hurtful, it is unnecessary, as the provinces of Virginia, Maryland, the Carolinas, and Georgia, that produce those articles, have now no shipping, they would be little anxious to prefer the shipping of the northern States. But this relaxation of the Navigation act encourages them to build shipping to vie with ours. To suffer those articles to come in British bottoms on the same terms as if belonging to British subjects, and free of all duties, is proper, and tends, with other circumstances, to make Britain a mart, to a considerable degree, for tobacco and rice, and it gives the southern States

a mono-

a monopoly of our market for those articles, by suffering them to enter duty free. But in American bottoms, those articles, and all other American commodities, should enter on the same footing as the Navigation act requires, and as the commodities of all other countries enter. For the sake of encouraging another market in competition with the north of Europe, for tar, pitch, and turpentine, it will be surely sufficient to allow those bulky articles to be imported in British bottoms duty free. It will give America a great advantage over those articles coming from other foreign countries.

It will be proper policy to continue the bounties on naval stores from Nova Scotia, St. John's, and Canada, which will be able to send the best masts, yards, and bowsprits; and there is reason to expect that these colonies will, with proper attention, even produce turpentine, as it has been already shewn, that that necessary article has been lately imported from the northern climate of Archangel, from whence it was little expected. These and furs will be the principal articles of export from those provinces of Britain. But it will be a great discouragement to them, and to the Loyalists now settling there, to suffer the same articles to come in American bottoms, on the same terms from the American States, who have their particular staples that Nova Scotia and Canada have not.

Advan-

Advantages which cannot be hereafter allowed to the American States, should not now be held out to them. The withdrawing of them will produce jealousy and ill-will. This is the moment for establishing the principle on which we are to act. We must maintain our present strong ground; we cannot possibly be on better. If we begin to change, we know not what we do or where to stop. Relax the navigation laws, and the Americans will despise and insult us. If we are wise—if we keep our present ground, it must always be the situation of America to court us, (should courting be necessary) not we them. It is repeated, that no concession which can possibly be avoided, should be *now* made. It is useless, and may be mischievous hereafter; and no doctrine can be more absurd towards the States, than what is often declared, that they must not expect the temporary arrangements and advantages now held out to them, should, be always continued. They will soon tell you, that you led them into the expence of ship building; and just as the ships were ready, you took away the best opportunity of employing them.

But the topic of the proclamations must not be concluded without observing, that we shall prove ourselves a contemptible nation indeed, and that we have not among our Ministers a man fit to be called a Statesman, if we are to be borne down by occasional and interested clamours, which are easily raised, or must submit to whatever American Committees may require of us. We have nothing to

expect

expect from them but an attention to their own interests, to which alone they, like every other nation, have ever attended. The expectation of more would have been vain if we had parted the best friends; and Britain should only smile, when she hears interested partizans or political emissaries threaten the renewal of associations and committees. The American States will soon discover, that every expence they throw on European manufactures will fall only on themselves.

But that we should give up ship building to the Americans to enable them to purchase our goods, is the most wild of all extravagancies. Yet there are numbers (some of them it is to be hoped from ignorance) who have encouraged that vain expectation. It has moreover been asserted (with what foundation or propriety need not be remarked) that, unless we suffer American-built ships, when purchased by British subjects, to be considered as British-built ships, the Americans will not be able to pay for our manufactures, and that it would be very advantageous to our merchants to purchase shipping as cheap as possible. The arguments against these dangerous proposals are so obvious to every one who has considered the subject, that it seems almost unnecessary to state them. Ship-building, to a nation which depends on ships for its existence, is undoubtedly a manufacture the most necessary, and perhaps the only one of which we need be peculiarly jealous. It is a manufacture which employs as many different kinds of ar-

artificers as any other : the equipping a ship requires numberless articles; nor is it merely the shipwright alone who is employed, but the sail-cloth maker, the rope-maker, the smith, the rigger, and many others. The giving constant employment to such artificers, and thereby preserving this most necessary business among ourselves, is to ensure the command of those artificers, when a sudden emergency requires a great fleet to be fitted out. The admission of woollens, or any manufacture whatever, into this country, would not hurt us half so much.

As the treaties made with France and Holland prohibit the Americans from putting Great Britain on a better footing than any other foreign nation, it would be folly in the extreme to lavish away any privilege to the American States, which they deny this country. A regard to every maxim of sound policy, by which Great Britain has flourished, a regard to the improvement of our marine and the increase of our carrying trade, an attention to the interest of the British merchant, and a debt of justice to the Colonies that yet remain to us, with numberless other considerations founded on the experience of ages, point out the absolute necessity of maintaining in the fullest extent our navigation laws, as the basis of that system which is to preserve to Great Britain her trade, her manufactures, her power and consequence as a maritime nation. For obtaining these advantages, the first object is a sacred and scrupulous

attention

attention to the building and navigating our ships. If a bounty is necessary, and should be allowed on the importation of timber and from Canada and our other colonies, the business of ship building may be carried on with great advantage in Britain, and our artificers will be employed and kept at home. In consequence of the shipping of the American States being no longer deemed British, the numerous bodies that were raised and employed, during the war, in building and equipping ships, instead of being idle, famished, and riotous, as on the conclusion of former wars, are now all employed; and there is more work for them than they can perform. Do the wild advocates for imaginary West-Indian advantages wish to collect round their houses starving mobs of these now useful and industrious men?

In navigating our ships also a cautious attention should be paid to the privileges of the British seamen; and a proper discrimination made. It will attach them to their native country, and shew them the superiour advantages they enjoy as English subjects. In this view, every citizen of the American States must be considered as a foreigner, and discouraged from continuing in the employment of the British merchant, that they may not pre-occupy the rights of our own seamen, who may want the same employment. This attention should particularly extend to our fisheries, in which no actual citizen of America should be employed to the exclusion of the sub-

jects of Great Britain; nor ought we to be afraid of adopting a measure of this kind under the apprehension of offending America. We can receive no injury in any respect, as the system of that country is to withhold every sort of preference from Great Britain. Every possible regulation applicable to the present state of Britain, that can have a tendency to increase our shipping and improve our carrying trade, ought to be adopted by the Legislature. Every measure that may hazard its discouragement, should be cautiously avoided*.

Speculative ideas and untried projects are dangerous. While it continues to be the policy of European nations to regulate their commerce, and to adhere to ancient rules, it would be madness in us to alter any part of that system, by which the marine of England has been raised to its present height, and by which her commerce and manufactures have surpassed those of every other country.

Ports of entrepot in Great Britain for lodging American produce for a market, free of all charges but those merely unavoidable, would certainly improve our carrying trade; but it would be dangerous to adopt the idea of staple ports or free ports in any of the distant dominions of the Crown. Nothing should be done to court the

* For fuller observations on this subject, see the article "Ships built for sale."

attention of foreigners to participate a trade of which our superiour skill in manufacture, our capitals as merchants, our spirit of enterprize, and many other circumstances applicable to our situation, has, in a manner, secured to us a monopoly. For if we are consistent, and understand our own situation, as great a share of the American trade is still in the power of Great Britain, as is consistent with her interest, and this too upon principles, which will render it more secure than volumes of treaties, namely those incitements which arise from mutual convenience and mutual interest; but above all, upon the score of interest alone, the merchandize of Great Britain must ever be preferred in America. But the encouraging of the American States to build ships for us, is holding out a premium for the emigration of our shipwrights, together with the various industrious classes connected with ship building, to the country, where timber and iron abound, and where consequently ship building may be carried on to the greatest advantage.

It was this consideration which, before the war, induced our merchants trading to America, too often to send over their captains and other managers to build and equip ships in the American ports, particularly in New England, and who thereby gave employment to our rivals, for surely they were such in this business, rather than to the useful men, that carried on and protected their trade during peace and war. Nor should we for-

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bear to observe, that American ship carpenters and sailors *, being exempt from the press, seldom entered into the public service. It was owing to our impolicy in this respect, that of all our manufacturers, the classes connected with ship building emigrated in the greatest numbers. There is the same reason to allow the Dutch to build ships for us, in order to enable them to pay for our manufactures. The Americans and Dutch are now equally foreigners; the latter paid us a greater balance, which they were enabled to do by their circuitous commerce. To the Dutch we owe greater commercial benefits, because we have always gained much more by the trade with them; and the same unreasonable pretension might equally be set up by the numerous people who build ships on the shores of the Baltic; who may equally say, they are unable to pay for our manufactures without it. It is surely no small advantage which we have gained by the dismemberment of the empire, that we have recovered that most important branch of business, which we, in great measure, formerly gave up by the act, which declared, that plantation-built ships should be deemed British. It may be a question, whether the advantage of holding Canada and Nova Scotia, may not, in a great degree, be balanced by the

* America, instead of supplying Britain with sailors, was, on the contrary, a constant drain. Our seamen deserted for higher wages, and, in the end, settled there.

operation of that act with regard to shipping. It may not, indeed, be expedient to revoke that impolitic privilege, for which, however, it would be worth while to give almost any other advantage; but we ought not surely to extend it to strangers and rivals. If any thing like policy is preserved in this nation, we shall have ship-building in every port and creek of Britain and Ireland, by the encouragement which we ought to give to every fishery, and to every art connected with navigation. In the end it would, with other advantages, give a command of trade, the only sort of monopoly to be desired, except that which the Navigation act gives. It would secure to us the commerce of the world, the only dominion to which we should aspire.

It has lately been confidently asserted, that British ships have risen so much in their price, that it is necessary, to the carrying on of our commerce, to permit the purchase of American ships, by still allowing the latter the privilege of British-built ships. It is allowed there must be a rise in the value of ships during every war, owing to the increased demand for privateers, transports, &c. but it is equally true, that they constantly fall in value on the return of peace. It is a well-known fact, that this has now happened, and that the Thames was lately covered with ships, which lay at the wharfs for want of purchasers or freights. The government too is daily augmenting the numbers, by offering ships to sale, and discharging

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ing a still greater number from employment. What madness then would it be either to admit American ships to participate with us in our carrying trade, or to allow them to be sold as British!

This country has now had an opportunity of examining the question relative to the opening still farther the ports of the West Indies to the American States, by admitting their ships; and it can hardly be supposed, that any man, because he has committed himself on that subject, or because he may wish to retain or silence some clamorous individuals, will risk a measure so entirely subversive of the act of Navigation, even if it were seriously his own opinion, upon diligent examination of this great question. If he should, his delusion will amount to that degree of infatuation which hurries on the devoted to their destruction. Such a system, founded as it is in impolicy, certainly could not last. The evil consequence would soon stare every man in the face. And the people of England would demand the necessary change in such language, as would mark in the strongest characters their disapprobation of such a measure, and their want of confidence in such as should advise it; for it was a principle interwoven into the original system of our American colonization, to oblige the plantations to send their produce to the markets of Great Britain, and to receive their European supplies from the mother country alone. The long Parliament, Cromwell's, and the Restoration

ration Parliament, improved and enforced the prudent policy of James the First, and Charles the First, who settled our Colonies; and a great object of the act of Navigation was to prohibit any nation from trading with our Colonies, or our Colonies from trading with foreigners; but if we admit the Americans, who are now aliens, to trade directly in their own ships with our West-India islands, we sacrifice the policy of that act, which was naval strength; and it would be much wiser to declare them at once independent, because then we should enjoy the most beneficial part of their commerce, without being put to the enormous and ruinous charge of their defence*.

By

* There is nothing to be lamented more than the prodigious sums which have been spent on sugar plantations by British subjects; (ruinous it has been to many of them.) The mischief is great which has arisen to us at home, in agriculture as well as in various other ways, from the expenditure of such immense sums in the settling those islands; sums which, if laid out at home, would have been much more beneficial to the country, and we should have now felt much less severely the scarcity of money. Some of the West-India advocates venture to state those sums at sixty millions; so much the worse for Britain; and it is to be hoped that, as a nation, we shall have sense enough to relinquish the whole, or that we shall lose the islands the next war, if the great advantage of Colonies, the supply of them, is to be given up. If the monopoly is not maintained on one side, it cannot be claimed on

By suffering the entry of American vessels, even of limited tonnage, into those islands, other West-India produce, besides rum, would undoubtedly be carried away by them, and we should not only ruin our marine, but deprive ourselves of the chance, however small it may be, of having, at any future time, West-India commodities at any other price than that which all other countries may refuse. We could not expect longer to export sugar from this country. The British dominions are as much entitled to the monopoly of the markets of the British West Indies, as the latter are entitled to those of the former; and whenever that monopoly is given up, it will be the highest absurdity not to open all the British ports to

the other. Our ports should be opened to the raw sugars of all countries, especially if imported in British shipping. The cheapness of the article will make the present bounty on refined sugar operate strongly, and we shall be able to send abroad, instead of a small quantity, great quantities of the latter. Not only rice and tobacco might be encouraged in Africa and other parts, but also sugars. Markets will multiply, and the price be reduced. If Britain should open her market for foreign sugars, she might raise her duties on them, and probably have that article 20 or 30 per cent. cheaper than from her own Colonies. But all this is only stated as to be pursued, when the disadvantages of Colonies are not counterbalanced by the advantages to our marine, manufactures, and agriculture, through the monopoly of their supply; and this cannot be too often repeated.

foreign

foreign raw sugars. It must be obvious to every man, what opportunities to smuggling will be given by any partial opening of the West-India trade; but if we are to break through all colonial principles, why not open our West-India ports to other nations as well as the Americans? There is much more argument in favour of opening them to the Spaniards, who would bring their cash, their raw hides, their excellent tobacco, cocoa, &c. as well as lumber, if wanted, to exchange for our dry goods. The Americans have no more pretensions to go to our West-India than to our East-India settlements; yet the latter would be thought a very extraordinary claim, even by those who are ready to give way to the former. The Americans and West Indians affect to consider the restrictions in this respect as an extraordinary step. It is no measure; it happened of course, and according to all colonial regulations; and the proclamations, which are supposed to have done it, on the contrary, have relaxed many of those regulations, as already pointed out, greatly in favour of the islands, and of the American States; and, instead of putting them merely on the footing of the most favoured nation, give extraordinary advantages to the latter. Every other nation has the same right to demand free entry; and will expect it, if we yield in this instance. Neither Holland, nor any other country, pretends to say, we shall not enter their ports, because we do not suffer them to trade with our Colonies,

It is not uncommon to hear men say, Certainly the Navigation act must be strictly maintained. It is not intended to alter it — Only American vessels, of limited tonnage*, must be permitted to go to our islands to carry certain articles, and to take back rum. Nothing can be more deceitful than this language; such permission would destroy the object of the act in the most essential part, which either these men ignorantly do not see, or affect not to see. Surely more seamen would be raised in the multitude of the American vessels, that would be employed by those means, than in the larger ships which carry the sugar; and, at this moment, our object should be to engage, in our trading vessels, the great number of sailors that are discharged from the navy.

In short, the candid part of the Americans acknowledge, it cannot be expected we should give up our navigation principles; and add, that as long as we preserve them, we shall keep the game in our own hands.

The unsettled condition of the American States since the preliminaries of peace were ratified, and the turn of affairs there, which might well have been foreseen, by no means justify any gratuities on the part of this country, which, in the present situation of things, cannot afford any sacrifices.

* Every man knows the evasions in tonnage; and that, in ordinary cases, the real tonnage is at least one third more than the registered.

We

We have only to let the confusion of the new States settle, as they may, without troubling ourselves about them. If a commercial treaty were as much to be wished, as it certainly is not, during the present ferment, there is no power with whom it could be made with any certainty of being carried into effect. But it is plainly impossible to make a commercial treaty with the American States, without giving them some valuable privilege, for which they have precluded themselves from making an adequate return. The treaty of peace, and subsequent acts, opened the ports of Great Britain and Ireland to them, in the same manner as their ports were opened to us when they repealed their restraining laws. A brisk trade has already begun, and it is unnecessary to prove on which side the advantage is, between the traders who ask for credit, or the traders who give it.

If the American States had any thing to grant by any kind of commercial treaty, it may be well doubted, whether they would keep it farther than suited their convenience; and of this we may form a judgment by their proceedings since they received the preliminaries of peace, which in no instance have they fulfilled*. In short, every
English-

* The moderate and violent party in the State of New York, however they may have differed in other points, have agreed in sharing the confiscated estates unfold among them. They had speculated largely in army certificates,

Englishman should protest against any commercial treaty with any power on the degrading principle of the Portugal treaty of 1703, whereby we granted special privileges for a mere permission to trade on the same footing as other nations.

What was foretold in the first edition of this work, has now actually happened. Every account from America says, that British manufactures are selling at a considerable profit, while other European

certificates, which have risen from four shillings to eighteen per pound, in consequence of the act passing to allow their being accepted in payment for the purchases of confiscated estates: this accounts for the following resolves of the Senate and Assembly of that State; in direct opposition to the Definitive Treaty:

March 30, 1784.

Resolved, That as on the one hand, the rules of justice do not require, so on the other hand the public tranquillity will not admit, that such adherents who have been attainted, should be restored to the *rights of citizenship*, and there can be *no reason for restoring property which has been confiscated or forfeited*, as no compensation is offered on the part of the said King for the damages sustained by this State, and its citizens for the devastation aforesaid;

Resolved, therefore, that while *this Legislature* entertain the highest sense of national honour, and the sanction of treaties, and of the deference which is due to the *advice* of the United States in Congress assembled, they find it inconsistent with their duty to comply with the recommendation of the said United States, on the subject matter of the *fifth article of the Definitive Treaty*.

goods

goods cannot obtain the first cost. Every day's experience shews that this country, from the nature and quality of its manufactures, and from the ascendancy it has acquired in commerce, will command at least three fourths of the American trade. The American merchants solicit a correspondence, and beg for credit, because, while they feel their own want of capital, they know that our traders are more liberal, and our goods cheaper and better than any in Europe. And the only danger is, not that the American merchants will ask for too few manufactures, but that they will obtain too many. The American consumers have been impoverished by an expensive war, which has bequeathed them many taxes to pay; and they will not be more punctual in their remittances at a time when they are associating against the payment of old debts. It may be for our interest to run some hazard, however, at the renewal of our correspondence, by accepting a trade which is pressed upon us by willing customers: but how far it may be prudent for the British merchant to comply with orders, till the several States hold out some regulations that will give them security, is a question.

The apprehension alone of swelling this Appendix too much, prevents the insertion of genuine extracts of mercantile letters from different States, in order to shew the most incredulous, that British goods are preferred in the American markets to all others.

As

As to the over-stock of goods in the different markets of America, we were at first misinformed. The ill-sorted cargoes, which had been sent during the war, might occasion an overstock in some articles. The mistake has been of a species which has strengthened every argument in favour of the advantages of British goods over all others; for while the cargoes of foreigners lay untouched, those from Britain, assorted in the old mode, were bought up with avidity to be paid (in the Southern States) from the crops of this year. When the last advices were dispatched, every species of goods were scarce, and there did not prevail an idea through the whole States, of looking to any other country than Great Britain*; for the execution

* All mercantile men, who have lately returned from America, uniformly agree in asserting, that the French trade in that country is at an end; that their goods were high charged, and in no instance adapted to the country; that a mutual jealousy and distrust subsisted between the two nations; and that there was very little probability of commercial intercourse being established between them. Some Dutch ships had returned without breaking bulk; other foreign ships, not being able to get any return or loading besides hickery, took cargoes of that wood. The foreigners have left, or are leaving America; at least every one that possibly can extricate himself from that country. The fluctuations in the systems in the different States must cause infinite distress; and nothing can be more ruinous to commerce than uncertainty. Pennsylvania lately laid a

tion of their orders which are sent here, including every article practised in the same mode as practised before the war, and doubtless, the returns will come in the same manner; but it would be imprudent to give them the unlimited credits which prevailed before the year 1775; and it is likely too, that the retail business will (at least in the southern States) be carried on chiefly by small merchants who have not established credits in Britain, and cannot obtain such credits*.

At

most heavy duty on wine—a ship arrived—a merchant paid 1200l. duties on the wines that came in it to him—immediately the duties were repealed, the merchant was ruined—the wine which came immediately after being sold free of the duty. There was not, lately, one ship preparing to sail either from Holland or France to America.

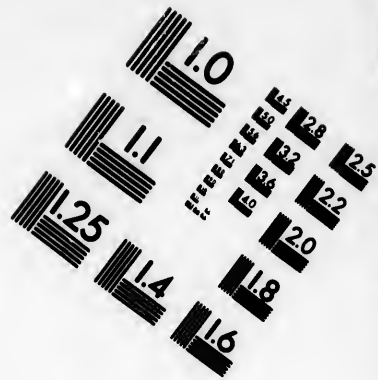
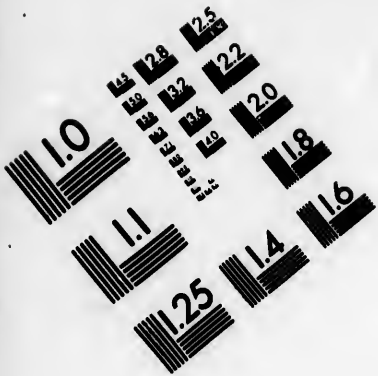
* It is said, that the mode of doing business, likely to prevail, particularly in the southern Provinces, will be, what is denominated a wholesale trade, to be carried on by European, or rather British merchants, who will form connections at home, and carry out cargoes of assorted goods, to be sold by the package unopened, to those who retail; and who will receive in return, within the year from the American merchants, the produce they may collect, which will be shipped off by the British wholesale merchants. This is the species of trade that British subjects should wish to pursue. Without being concerned in retailing goods, they should endeavour to monopolize the supplies in wholesale to country merchants. This will enable them to deal to

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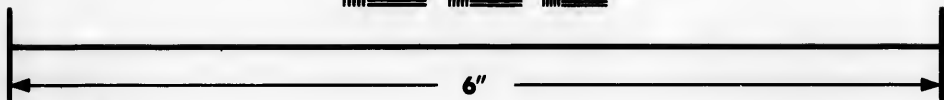
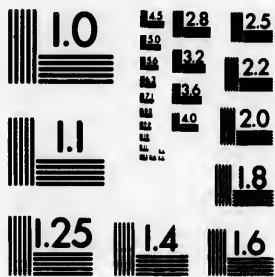
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At present there is a greater demand for British manufactures than our manufacturers can supply, or for which there is a disposition to give credit, although the latter is carried farther than prudence will authorize; but we should be upon our guard, not to *indulge* ourselves in usual declamations on the ruin of the country, in consequence of American independence, if we should find some check on commerce, to which several other causes may contribute.—Notwithstanding our misfortunes, we are certainly on a much better footing than any commercial maritime power. It will, indeed, prove a most vigorous state of manufactures and commerce, if we do not feel some

a great extent, with half the hazard formerly experienced; and it will, besides, give them the sole command of the shipping business. It is not probable that the British merchants will chuse, in the new state of affairs, to fix their stores, as formerly, in Virginia and Maryland; they may rather adopt the expedient already mentioned, of sending out agents or partners, with wholesale cargoes, to be sold to merchants who may not have credit here, and he may be very safe while their creditors are on the spot, ready to compel punctuality, and to receive and ship their produce. This line of commerce, although the profits at first may be smaller, will ultimately be more advantageous to the British merchant. Large sums of money will not (as formerly) be sunk in debts in the country. The returns will be more certain, and less liable to those disappointments which prevailed when every American planter was a British creditor.

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inconvenience in trade from the consequences of the additional weight of an hundred millions added to our debt, and of the taxes for the interest, which fall of course on the price of labour. Persons of all descriptions, many of whom used to lend their money upon the highest legal interest to traders and farmers, now make more than legal interest in the funds, with the hope and chance that better times will greatly improve their capitals*. The immoderate issue of navy bills, the great unfunded debt, and the certainty of new loans, induce speculators, and those who have money, to hold it in readiness, and from these checks in circulation, a stagnation of improvements in husbandry, and in various other national concerns have arisen.

The present temporary scarcity of money, notwithstanding the late importations of dollars from the American States, from Jamaica and Cadiz, may affect trade; but the scarcity does not en-

* It is however alledged, that accumulations, as balance of trade, riches from India, &c. will increase the circulating coin of this country, and enable merchants to increase their dead stock by importation of raw materials for manufacture, and articles of consumption for this country. It will also enable the farmers to increase the stock of their farms, because a general increase of circulation is the consequence. A part will also naturally flow to the daily operations in the funds; but if the whole were turned to that purpose, they would rise beyond all bounds.

tirely arise from causes existing among ourselves. There has been a counter current, which carried out a much greater quantity of money than was brought in through the channels before stated. It is an article which will find its level, and all our laws, and every restraint which ever was or can be devised, will not prevent its passing to the neighbouring countries, when the price or demand for it abroad, is so much greater than it is at home. The very unfavourable exchange against this country since the last loan, till lately*, is a collateral evidence of the egression. The importation of silver into Spain last summer (1783) has increased the general circulation throughout Europe, consequently that which was taken from this country some months ago for the exigencies of other nations, is now returning, and should increase the price of stocks.

The most part of the current coin in Europe is silver; the Spaniards were interrupted near four years in their importations of it †, in consequence, a considerable diminution of coin has taken place throughout Europe; from these, with other causes, namely, that all the great powers in Europe, and also the American States, have been borrowing more money than their circulation could support, the present scarcity is much to be attributed.

* December, 1783.

† It is said only one flota arrived during the war, and that came very seasonably the last year of it.

The

The English coinage being chiefly gold, England naturally felt the effect of this diminution the last: it is well known to what great distress Spain was brought by these circumstances before the peace. France supplied her own wants in some measure by the notes of the Caisse d'Escompte, which has since failed. Holland having had a super-abundance of money, and her trade being almost totally suspended, did not feel the effects of a temporary scarcity, till upon the revival of commerce she found the want of money, and her merchants of course gave orders for the sale of a part of their property in our funds*. This circumstance brought on the first dépression. The French bankers seem also to have contributed to produce the same effect, having remitted money to play in our funds, in hopes of selling to advantage on a peace, and all these difficulties were increased by the bank of England having thought it expedient, subsequent to the late loan, to refuse to accommodate in the usual manner the lenders to government. The Bank Directors not being able to coin gold without a considerable loss, from the high price of bullion at that time, could not reserve a sufficient quantity of guineas in their vaults, and were therefore probably obliged to diminish the circulation of their notes, The simple refusal to discount the loan could not

* The same argument is applicable in a degree to England, and all the commercial part of Europe, whose trade was checked, as well as to Holland,

affect the general circulation, because if they had the money to lend as before, by a great issue of their notes, they would have discounted other objects, that in the contrary event must have required it from the general circulation, independent of the Bank. To add to the distress, above a million and an half sterling may have been sent abroad this year for corn*, which added to what has gone out for the other purposes, perhaps has diminished the circulation near three millions.

These causes, therefore, having diminished that article by which every thing is interchanged, has naturally affected in the most sensible manner the funds, as has also their increased quantity. It may therefore be fairly presumed, that if the stocks ever recover their former tone by any other means than an increased quantity of bullion from abroad, and notes issued from the Bank at home, or a diminution of the capital by reimbursements, private credit must be hurt by it; the minds of men in that case, being turned to the purchase

* Upwards of one million of quarters of foreign corn have been imported in 1783. Mr. Edwards, for the sake of asserting a contradiction in this part, assures us, that this supply of corn was obtained chiefly from America. It happened that only two, or, at most, three ships have arrived with corn from America, and they made a losing voyage, the price of flour has been nearly as high last winter in Philadelphia as in London, notwithstanding the unusual scarcity in Britain. This is of a piece with the rest of Mr. Edwards's misinformation and perversion.

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of stocks in preference to other property, and it is of course benefited at present, if their low price proceeds from the public having an unfavourable opinion of them, the usual quantity of coin circulating to the purpose of trade and agriculture being still applied thereto, and less being wanted for the daily transfer of funds when prices are low.

High interest of money has always been considered as destructive to manufactures and trade *, and low interest seems peculiarly necessary for establishing them; the best writers on the subject attribute the great commercial prosperity of the Dutch to the lowness of interest, namely, three per cent. but our manufactures are so well established, the distribution of labour and improvement of machines in manufactures so well attended to, and our capitals are so much greater than those of other countries, that we can best stand the shock. The parsimonious Dutchman is satisfied with four or five per cent. while the British trader expects ten: for the present we must be content, perhaps, with less profit; nor should we be dismayed, if the demand for our manufac-

* It may be here observed, that if there were no other obstructions or impediments, the high interest of money in America must prevent the establishment of manufactures there. In New York, interest used to be seven per cent. in Pennsylvania six per cent. in South Carolina eight per cent. and in Virginia, where it was lowest, five per cent.

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tures from the American States some time hence should decrease.

There has been a sudden call for many articles of which they were in great want; when that call shall be satisfied, and our fleets, troops, and different establishments (which caused no inconsiderable part of the demand at all times) are entirely withdrawn from America, the orders from thence must necessarily, and of course, diminish much for a time. We are, therefore, not to impute every check or fluctuation that may arise in our trade, to the want of any different arrangements with the American States, but we have reason to flatter ourselves that the intelligence, industry, and spirit of our merchants will preserve us from such a situation, by constantly finding different resources of trade, and discovering new markets for our manufactures.

Perhaps it will be fortunate for us, if the difficulties which may arise, or the caution which may become necessary, should lead us to consider what are the most sure and advantageous employments that can be found for our capitals. Europe has been long wild and extravagant in looking towards America for every thing; fortunately for France, she failed there; but in her pursuits, lost more glory than she had attained elsewhere during a century. Spain has been impoverished, and is much reduced below what she was, before she suffered from her American delusions. England survives; and it is to be hoped will survive her American misfortunes, notwithstanding

notwithstanding the declamations of her internal enemies, and it is to be hoped she will learn wisdom from what has happened*, and that she will no longer squander her riches needlessly at a distance, and out of her reach.

It is well known, that numbers of our merchants have been made bankrupts through the bad payment of the Americans. The merchants will reflect on this, and if, from a consideration of our present situation, they should look at home, so far at least as to keep their commerce more within their own reach, Britain may have the good fortune to see her fisheries surpass those of the rest of the world, and to raise five seamen of the best and hardiest kind for one she does now. It is astonishing that the Scotch, than whom there is no nation more intelligent and more enterprising, or who better understand the nature and benefit of commerce, and of employing their capitals, should neglect their fisheries, which, considering their great extent of coast and situation, are the most natural pursuits for them, and hold out the greatest advantages; it might be the means of populating their whole coast to the degree which cannot possibly be done by other means; it would find employment for those that emigrate for want of employment; it

* As the interest of the debt incurred on account of America is in a great measure spent in this country, it cannot be considered as all lost; yet it may be remarked, that that interest is more than double the annual value of the manufactures sent thither from Great Britain.

would occupy the idle better than gloomy ideas concerning the security of a religion not likely to be disturbed: her genius should be better employed. The persevering industry of her people, well pointed, would insure success in all their undertakings. Every man must observe with concern, how much the trade of that country has been hurt by the late war. Immediately after the former peace, the improvements of her commerce were most rapid. In the year 1770, the balance in her favour was 514,556*l.* in the year 1780, it was reduced to 99,315*l.* in 1781 and 1782, there was a balance against her, and the last of those years it amounted to upwards of 150,000*l.*

The glory of the volunteers of Ireland might be in less danger of being tarnished, if her warm and spirited sons would cultivate the advantages they have attained. She is peculiarly situated for trade and fisheries. The sums she is spending in uniforms, feathers, and fives, might found fisheries to rival Holland *. To establish her fisheries,

half

* Although that ancient nursery of the Dutch marine, the herring fishery, has decreased in number of buxses from 1800 to less than 200, it still subsists 20,000 people at least, employing them in preparing timber, and in the various branches dependent on ship-building, making sail-cloth, rigging, netting, casks, salt, victualling, &c. De Wit, Sir Walter Raleigh, and others, give accounts of this fishery which seem almost incredible, but in general they are well supported.

They

half the industry and efforts that are making for the amelioration of Parliament would be sufficient. The process of the latter is dangerous and uncertain; but riches and happiness would be the certain consequences of equal efforts in favour of industry. No people can talk more of industry and manufactures, and no Parliament, in proportion to the riches of its constituents, was ever half so lavish of bounties, and encouragements of trade and manufactures; and no country can boast of persons better informed on these subjects, and of her real interests, than she can.

But to conclude; some may doubt what turn the American States will take, and with many it may reasonably be a question, whether the trade

They say the fish caught by the Dutch last century was valued at upwards of six millions sterling annually, and that 9000 vessels of all sorts, and 260,000 men were employed in this business. Sir Walter computes that twenty buffes maintain 8000 people. De Wit says, that upwards of 800,000 persons were subsisted in the two provinces of Holland and West Friesland alone by this fishery. The Hamburgers, Swedes, &c. have got a share of it, and the French, living much cheaper than the Dutch, are making a considerable progress; they can work cheaper, and consequently undersel them, and, if they are wise, will acquire a great part of this fishery. But the people of Ireland and Scotland may live as cheap, and would have many advantages over the French in it. The principal markets for herrings are Germany, Poland, America, &c.

ever will be again in so prosperous a state for America. Confusion and anarchy are likely to prevail for some time. Our descendants, the New Englanders, apt to be troublesome to themselves as well as to others, and encouraged by a party among us in the habit of bullying our Ministers, may assume a tone, which, however, will now avail them little in Europe. Their natural disposition will be heightened by finding they have lost the principal market for their shipping, lumber, the produce of the whale fishery, and much of the carrying trade. They will machinate, and must attempt to manage. The weakness of the southern States has not a little to fear from their interference. It remains to be seen, whether the southern will become the puppets of the northern, whether the middle Colonies will be the dupes to the northern, or a barrier to the southern States; we shall, however, see New Englanders emigrate from the government of their own forming, even to Nova Scotia and Canada, putting themselves under that British government, of which they so loudly complained. Nothing is more uncertain than political speculation. The existence of one man, the merest accident, gives a turn to the affairs of the greatest countries, more especially of a country in the state in which America now is; but it is certain, that the confusion of the American States can now only hurt themselves. They must pay Europe in the best manner they can for cloathing
and

and many articles, for which they are not likely to have the credit they had while in more settled circumstances. If one or more States should prohibit the manufactures of any particular country, they will find their way to them through other States, and by various means. The difficulty will only raise the price on the consumers in the States where the articles are prohibited. The British manufactures found their way to every part of the country during a most rancorous war, and the most strenuous Americans acknowledge, that no imposts or excise laws will, for a long time, be regarded in America. In the mean time, and at all times, Britain will have nothing to apprehend. The American States will hardly enter into real hostilities with Britain. Britain need not quarrel with them all; but should either happen, some stout frigates, cruizing between Halifax and Bermuda, and between the latter and the Bahamas, would completely command the commerce of this mighty continent, concerning which our prophets have so much amused themselves, deluding the unthinking—a strangely conducted war is no proof to the contrary; and a land war would not be necessary—but in some of the States, and possibly even in the New-England provinces, when the animosity ceases, and the interested opposition to the return of the Loyalists on the part of those who are in possession of their lands, is no longer kept alive by apprehension, the natural good wishes that we have

have to the Americans, which they will gradually allow themselves to see, their interest, our interest, and many circumstances may bring us close together,

At present, the only part Britain should take is most simple, and perfectly sure. The necessary parts of the Proclamations may be formed into a short bill. If the American States chuse to send Consuls, receive them, and send a Consul to *each State*. Each State will soon enter into all necessary regulations with the Consul, and this is the whole that is necessary.

THE

T H E

B I L L,*

As brought in by the Right Hon. W. PITT,
then Chancellor of the Exchequer,

F O R

*The Provisional Establishment and Regulation of
Trade and Intercourse between the Subjects of
Great Britain and those of the United States of
North America.*

WHEREAS the following thirteen provinces of North America, namely, New Hampshire, Massachuset's Bay, Rhode Island and Providence Plantations, Connecticut, New York, New Jersey, North Carolina, Delaware, Maryland, Virginia, Pennsylvania, South Carolina, and Georgia, have lately been solemnly acknowledged by his Majesty to be, and now are, free, independent, and sovereign States, by the name and description of the United States of America :

* This Bill, after repeated attempts to amend it, was laid aside.

Be

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Be it therefore enacted and declared by the King's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal and Commons in this present Parliament assembled, and by the authority of the same, that all statutes heretofore made to regulate the trade and commerce between Great Britain and the British Plantations in America, or to prohibit any intercourse between the same, shall, so far as they regulate or prohibit the intercourse and commerce between Great Britain and the territories now composing the said United States of America, wholly and absolutely cease :

And whereas, whilst the aforesaid Thirteen Provinces were annexed to and constituted a part of the dominions of Great Britain, the inhabitants of the said Provinces enjoyed all rights, franchises, privileges and benefits of British subjects born in Great Britain, as well in respect to the trade and commerce with Great Britain as in other instances ; and in consequence thereof the ships and vessels of the said inhabitants, being navigated in like manner as British ships and vessels are by law directed to be navigated, were admitted into the ports of Great Britain, with all the privileges and advantages of British-built ships :

And whereas, by the several laws now existing for regulation of the trade and commerce of Great Britain with foreign States, the subjects of the latter are, as aliens, liable to various commercial restrictions, and also to various duties and
customs

customs at the ports of Great Britain, which hitherto have not been applicable to, or demandable from, the inhabitants of the several Provinces now composing the said United States of America :

And whereas it is highly expedient, that the intercourse between Great Britain and the said United States should be established on the most enlarged principles of reciprocal benefit to both countries ; but, from the distance between Great Britain and America, it must be a considerable time before any convention or treaty for establishing and regulating the trade and intercourse between Great Britain and the said United States of America, upon a permanent foundation, can be concluded :

Now, for the purpose of making a temporary regulation of the commerce and intercourse between Great Britain and the said United States of America, and in order to evince the disposition of Great Britain to be on terms of the most perfect amity with the said United States of America, and in confidence of a like friendly disposition on the part of the said United States towards Great Britain ; Be it further enacted, That from and after the _____ the ships and vessels of the subjects and citizens of the said United States of America, with the merchandizes and goods on board the same, shall be admitted into all the ports of Great Britain in the same manner as the ships and vessels of the subjects of _____ other

other independent sovereign States ; but the merchandizes and goods on board such ships or vessels of the subjects or citizens of the said United States, being of the growth, produce, or manufacture of the said United States, shall be liable to the same duties and charges only, as the same merchandizes and goods would be subject to, if they were the property of British subjects, and imported in British-built ships or vessels, navigated by British natural-born subjects.

And be it further enacted, That during the time aforesaid, the ships and vessels of the subjects and Citizens of the said United States shall be admitted into the ports of His Majesty's islands, colonies, or plantations, in America, with any merchandizes or goods of the growth, produce, or manufacture, of the territories of the aforesaid United States, with liberty to export from His said Majesty's islands, colonies, or plantations in America, to the said territories of the said United States, any merchandize or goods whatsoever ; and such merchandizes and goods which shall be so imported into, or exported from, the said British islands, colonies, or plantations, in America, shall be liable to the same duties and charges only, as the said merchandizes and goods would be subject to, if they were the property of British natural-born subjects, and imported or exported in British-built ships or vessels, navigated by British seamen.

And

And be it further enacted, That during all the time herein-before limited, there shall be the same drawbacks, exemptions, and bounties, on merchandizes and goods exported from Great Britain into the territories of the said United States of America, as are allowed in the case of exportation to the islands, plantations, or colonies, now remaining, or belonging to the Crown of Great Britain, in America.

And be it further enacted, That all ships and vessels belonging to any of the citizens or subjects of the said United States of America, which shall have come into any port of Great Britain since the _____ together with the goods and merchandizes on board the same ships and vessels, shall have the full benefit of this act.

X x 2

At

At the Court of St. James's, the 26th of
December, 1783.

P R E S E N T,

The KING's Most Excellent Majesty in Council,

WHEREAS by virtue of an act passed in the last session of Parliamept, intituled, " An Act
" for preventing certain Instruments from being
" required from Ships belonging to the United
" States of America, and to give to his Majesty,
" for a limited Time, certain Powers for the bet-
" ter carrying on Trade and Commerce between
" the Subjects of his Majesty's Dominions and
" the Inhabitants of the said United States,"
several orders have been issued by his Majesty at
this Board, for regulating and carrying on the
trade and commerce between the subjects of his
Majesty's dominions, and the inhabitants of the
United States of America, which orders did ex-
pire on the 20th day of this instant December.
And whereas by an act passed in the present
session of Parliament, to continue, for a limited
time, the said above-recited act, it is enacted,
that the said act, and all the matters and things
therein contained, shall continue and be in force
until

until the 20th day of April, 1784. His Majesty doth thereupon, by and with the advice of his Privy Council, hereby order and declare, that any unmanufactured goods or merchandizes, the importation of which into this kingdom is not prohibited by law, (except oil) and any pitch, tår, turpentine, indigo, masts, yards and bowsprits, being the growth or production of any of the United States of America, may (until farther order) be imported directly from thence into any of the ports of this kingdom, either in British or American ships, by British subjects, or by any of the people inhabiting in, and belonging to, the said United States, or any of them, and may be entered and landed in any port in this kingdom, upon payment of the same duties as the like sort of goods or merchandize are or may be subject and liable to, if imported by British subjects, in British ships, from any British island or plantation in America, and no other, notwithstanding such goods or merchandize, or the ships in which the same may be brought, may not be accompanied with the certificates or other documents heretofore required by law :—

And it is hereby farther ordered, that there shall be the same drawbacks, exemptions, and bounties, on merchandizes and goods exported from Great Britain into the territories of the said United States of America, or any of them, as are or may be allowed by law upon the exportation of the like goods or merchandize to any of the islands, plantations,

plantations, or colonies, belonging to the crown of Great Britain in America.

And his Majesty is hereby farther pleased to order, that any tobacco, being the growth or production of any of the territories of the said United States of America, may (until farther order) be imported directly from thence, in manner above mentioned, and may be landed in this kingdom; and, upon the importer paying down, in ready money, the duty commonly called the Old Subsidy (except as herein after excepted) such tobacco may be warehoused under his Majesty's locks, upon the importer's own bond for payment of all the farther duties due for such tobacco, within the time limited by law, according to the neat weight and quantity of such tobacco, at the time it shall be so landed, with the same allowances for the payment of such farther duties, and under the like restrictions and regulations in all other respects, not altered by this order, as such tobacco is and may be warehoused by virtue of any act or acts of Parliament in force; but it is his Majesty's pleasure nevertheless, that upon the importation of any such tobacco into the ports of London, Bristol, Liverpool, Cowes, Whitehaven, Greenock, and Port Glasgow, or either of them, in the manner herein before expressed, shall be at liberty, until farther order, to enter into bond for the payment, as well of the duty, commonly called the Old Subsidy, as of all the farther duties due for such tobacco, but without any allowance for prompt payment of

the said duty, commonly called the Old Subsidy, or any other of the duties which were formerly payable in ready money; and that if any tobacco which has been, or shall be so imported, during the continuance of this order, from the territories of the said United States, into the said ports of London, Bristol, Liverpool, Cowes, Whitehaven, Greenock, and Port Glasgow, shall be afterwards taken, within the time limited, out of the warehouses wherein the same shall be secured under his Majesty's locks, in manner herein before directed, at either of the above ports, to be exported directly from thence, the bonds which have been or shall be entered into for payment of the said duties, shall be discharged in the manner directed by the several acts of parliament in force.

And in order to facilitate the carrying on trade and commerce between the people and territories belonging to the Crown of Great Britain in the West Indies, including in that description the Bahama islands, and the Bermuda or Somers islands, and the people and territories belonging to the said United States of America, his Majesty is hereby farther pleased to order, that pitch, tar, turpentine, hemp and flax, masts, yards and bowsprits, staves, heading boards, timber, shingles, and all other species of lumber; horses, neat cattle, sheep, hogs, poultry, and all other species of live stock and live provisions; peas, beans, potatoes, wheat, flour, bread, biscuit, rice, oats, barley, and all other species of grain, being the growth or production

duction of any of the said United States of America, may (until farther order) be imported by British subjects, in British-built ships owned by his Majesty's subjects, and navigated according to law, from any port of the said United States of America, to any of his Majesty's West India islands, the Bahama islands, and the Bermuda or Somers islands; and that rum, sugar, molasses, coffee, cocoa nuts, ginger and pimento, may (until such order) be exported by British subjects, in British ships owned by his Majesty's subjects, and navigated according to law, from any of the said islands, to any port or place within the said United States, upon payment of the same duties on exportation, and subject to the like rules, regulations, securities and restrictions, as the same articles by law are or may be subject and liable to, if exported to any British colony or plantation in America; and the bonds and securities heretofore required to be taken for such ships carrying such goods, shall and may be cancelled and discharged, upon the like certificates as are required by the above-recited act to discharge any bonds given in Great Britain for the due landing any other goods in the said United States of America.

And his Majesty is hereby farther pleased to order, with the advice aforesaid, that the said several regulations herein comprized, shall, in all respects, be extended to such ships and goods as shall have been brought and imported from, or may be entered and shipped for exportation to,
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any part of the said United States, since the said
20th day of this instant December.

And the Right Honourable the Lords Com-
missioners of his Majesty's Treasury, and the
Lords Commissioners of the Admiralty, are to
give the necessary directions herein as to them
may respectively appertain.

STEPH. COTTRELL.

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E R R A T A.

- Page 19, line 30, *for in the iron trade, read of iron.*
- 80, 16, *for 118. read 108.*
- 83, 24, *dele or foreign.*
- 117, 19, *insert after the word quantity, for the latter kingdom.*
- 138, 3, *from the bottom, insert after the word Ireland, to the British West Indies.*
- 202, 18, *dele (s) after Indies, and insert (s)*
- 258, 8, *from the bottom, dele which.*
- 275, 14, *for smuggling, read smuggled.*
- 276, 20, *for bills of, read bills in.*
- 292, 3, *for islands, read dominions.*
- , 5, *dele (.) after case, and insert (:) after desire it.*
- 294, 4, *insert per ton after 4l.*
- 303, 24, *for of Britain, read to Britain.*
- 321, 2, *for practised, read precisely.*
- 326, 13, *for has, read have.*
- 329, 4, *for needlessly, read heedlessly.*

There are other errors of the press, which the reader will readily correct.

IM

Years

1771

1772

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NUMBER XII.

IMPORTS and EXPORTS of ENGLAND, to
and from all Parts for the last Twelve Years,
distinguishing each Year, viz. from 1771, to
1782, inclusive.

Years.	Imports from all Parts.			Exports to all Parts.		
	£.	s.	d.	£.	s.	d.
1771	12,821,995	16	9	17,161,146	14	2
1772	13,298,452	2	3	16,159,412	14	4
1773	11,406,841	3	8	14,763,253	2	4
1774	13,275,599	9	10	15,916,343	13	2
1775	13,548,467	10	11	15,202,365	13	10
1776	11,696,754	14	6	13,729,731	7	0
1777	11,841,577	13	3	12,653,363	7	8
1778	10,293,243	17	11	11,551,070	2	6
1779	10,660,492	5	6	12,693,429	11	1
1780	10,762,240	7	9	12,552,054	4	1
1781	11,918,991	9	0	10,569,186	10	10
1782	9,532,606	19	10	12,355,750	0	1

NUMBER XIII.

IMPORTS and EXPORTS of ENGLAND, to
and from all NORTH AMERICA for the last
Twelve Years, distinguishing each Year, viz.
from 1771, to 1782, inclusive.

Years.	IMPORTS.			EXPORTS.		
	£.	s.	d.	£.	s.	d.
1771	1,468,941	12	11	4,586,882	15	7
1772	1,408,603	19	0	3,407,452	15	11
1773	1,480,877	2	4	2,462,148	15	10
1774	1,533,396	1	4	3,081,380	3	7
1775	2,079,968	16	0	953,614	9	4
1776	255,898	4	10	1,063,201	0	7
1777	194,539	3	10	1,847,022	19	9
1778	196,830	17	0	1,127,185	15	9
1779	180,363	12	7	1,320,631	6	3
1780	154,998	7	5	1,715,271	0	8
1781	253,046	12	1	1,401,708	3	8
1782	283,508	14	2	862,693	14	9

NUMBER XIV.

IMPORTS and EXPORTS of ENGLAND, to
and from that Part of AMERICA, now the
UNITED STATES, for the last Nineteen Years,
from 1764 to 1782, inclusive, distinguishing
each Year.

LAND, to
for the last
Year, viz.

ORTS.

s. d.

882 15 7

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148 15 10

380 3 7

614 9 4

201 0 7

022 19 9

185 15 9

631 6 3

271 0 8

708 3 8

2,693 14 9

Years.	IMPORTS.			EXPORTS.		
	£.	s.	d.	£.	s.	d.
1764	1,110,575	7	2	2,149,712	1	11
1765	1,151,701	6	6	1,944,118	5	6
1766	1,043,960	13	3	1,804,335	11	5
1767	1,096,083	13	7	1,900,925	16	1
1768	1,251,456	12	4	2,157,220	12	10
1769	1,060,208	5	1	1,336,125	19	11
1770	1,015,538	2	1	1,925,575	5	8
1771	1,339,844	7	8	4,202,475	0	8
1772	1,258,517	18	7	3,012,638	2	2
1773	1,368,232	4	8	1,979,416	17	3
1774	1,373,849	4	6	2,590,440	11	1
1775	1,920,922	9	4	196,164	11	3
1776	103,786	10	6	55,415	9	7
1777	12,618	9	9	57,294	13	6
1778	17,694	1	11	33,986	9	3
1779	20,578	19	11	349,797	11	4
1780	18,561	1	6	825,431	8	3
1781	99,847	17	7	847,883	7	6
1782	28,676	10	0	256,324	15	3

NUMBER

NUMBER

NUMBER XV.

IMPORTS and EXPORTS of ENGLAND, to and from the BRITISH WEST INDIES, for the last Twelve Years, distinguishing each year, viz. from 1771 to 1782, inclusive.

Years.	I M P O R T S.			E X P O R T S.		
	£.	s.	d.	£.	s.	d.
1771	2,667,727	13	5	1,121,742	3	0
1772	3,152,714	12	5	1,335,636	10	8
1773	2,566,456	6	4	1,227,090	0	5
1774	3,453,510	1	1	1,339,364	17	5
1775	3,514,228	3	10	1,607,088	4	11
1776	3,210,689	7	7	1,470,571	12	2
1777	2,655,994	9	0	1,114,524	0	0
1778	2,765,346	7	6	1,005,465	3	5
1779	2,663,251	8	10	991,007	8	7
1780	2,430,927	13	3	1,553,030	12	6
1781	1,832,674	12	1	968,531	3	5
1782	3,332,777	6	6	1,265,710	9	10

N. B. The exports to the Danish West-India island St. Thomas, are not placed under the head of these exports to the West Indies. They increased from a trifle to 222,632l. in the year 1782, in consequence of the Dutch war. The Americans were supplied through this island with British manufactures, as they formerly were through St. Eustatius, and consequently this article belongs more properly to the exports to North America. Previous to the American war we had no exports to St. Eustatius; but they rose to 118,249l. in the year 1780.

The imports from Tortola into England increased from about 50,000l. to 161,388l. on the Dutch war; and the exports thither increased in proportion. At that period large quantities of tobacco were imported into England and Scotland from thence, viz. 4,779,966lbs. in the year 1782, which is about half of the whole quantity imported that year into the two kingdoms.

The imports and exports to and from England of foreign West-India settlements, while in our possession, are included in these tables.

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THE Tonnage given in to the Register,
is, upon an average, about a third less than
the real measurement, in order to evade
duties and expences, such as lights, &c. ;
but this is much more than counterbalanced
by the tonnage being, in many instances,
repeated two or three times, or as often as
the vessel sails from port in the same year.

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C O N T E N T S.

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T A B L E S.

NUMBER I.

AN Account of all Rice, Indigo, Tobacco, and Cochineal, imported into, and exported from, Great Britain, for two Years, viz. from Christmas, 1772, to Christmas, 1773, and from Christmas, 1771, to 1782, distinguishing England from Scotland, and the particular Countries to which these Articles were exported, or from whence they were imported; likewise the respective Year.

Numb. II. An Account of all Sugar, Rum, and Coffee, imported into, and exported from, Great Britain, for two Years, viz. from Christmas, 1772, to Christmas, 1773, and from Christmas, 1781, to 1782, distinguishing England from Scotland, and the particular Countries to which these Articles were exported, or from whence they were imported; likewise the respective Year.

C O N T E N T S.

Numb. III. Totals of an Account of Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum, imported to, and exported from, that Part of Great Britain called England, for ten Years, ending at Christmas last, viz. from Christmas, 1772, to Christmas, 1782, distinguishing each Year, the several Quantities and Species; and also distinguishing each Year, and how much from the Port of London separately, and how much from the Out-ports, under one general Head, the several Quantities and Species.

Numb. IV. An Account of the Goods and Produce imported from the South of Europe, from Africa, and the West Indies, into the several Provinces in North America, the Islands of Newfoundland, Bahama, and Bermuda, between the 5th Day of January, 1770, and the 5th of January, 1771.

Numb. V. An Account of the Quantity, with an Estimate of the Value at the Ports of Exportation, of all the Goods and Produce exported from the several Provinces of North America, the Islands of Newfoundland, Bahama, and Bermuda, between the 5th Day of January, 1770, and the 5th Day of January, 1771.

Numb. VI. Continuation of Numb. V.

Numb. VII. An Account of the Number of Vessels, with their Tonnage, which have entered Inwards, and cleared Outwards, in the several Provinces in North America, and the Islands thereunto belonging, between the 5th of January, 1770, and the 5th of January, 1771.

Numb.

C O N T E N T S.

Numb. VIII. A Computation of the French Fishery,
as it was managed before the War in 1744.

Numb. IX. The Imports and Exports of England,
to and from all Parts, from 1700 to 1780. Page 1

Imports and Exports of England from and to		
Ireland, from 1700 to 1780	—	2
Ditto, Guernsey, Jersey, and Alderney	—	3
Ditto, Holland	—	4
Ditto, Flanders	—	5
Ditto, Germany	—	6
Ditto, Russia	—	7
Ditto, Sweden	—	8
Ditto, Denmark and Norway	—	9
Ditto, Greenland	—	10
Ditto, East Country or Baltic	—	11
Ditto, France	—	12
Ditto, Spain and Canaries	—	13
Ditto, Portugal and Madeira	—	14
Ditto, Italy and Venice	—	15
Ditto, Straits	—	16
Ditto, Turkey	—	17
Ditto, Africa	—	18
Ditto, East Indies	—	19
Ditto, West Indies	—	20
Ditto, Bermuda	—	21
Ditto, Spanish West Indies	—	22
Ditto, All North America	—	23
Ditto, American States	—	24

Numb. X. An Account of the Value of all Goods,
Wares, and Merchandize, exported from, and im-
ported into, that Part of Great Britain called Eng-
land, from Christmas, 1780, to Christmas, 1782,
distinguishing each Year and Place.

C O N T E N T S.

Numb. XI. An Account of the Value of all Goods, Wares, and Merchandize, exported from, and imported into, Scotland, from Christmas, 1780, to Christmas, 1782, distinguishing each Year and Place.

Numb. XII. Imports and Exports of England to and from all Parts, for the last Twelve Years, distinguishing each Year, viz. from 1771 to 1782 inclusive.

Numb. XIII. The Imports and Exports of England to and from all North America, for the last Twelve Years, distinguishing each Year, viz. from 1771 to 1782 inclusive.

Numb. XIV. Imports and Exports of England to and from that Part of America, now the United States, for Nineteen Years, distinguishing each Year, viz. from 1764 to 1782 inclusive.

Numb. XV. The Imports and Exports of England to and from the British West Indies, for Twelve Years, distinguishing each Year, viz. from 1771 to 1782 inclusive.

Numb. XVI. Imports and Exports of England from and to Portugal, for Thirteen Years, viz. from 1770 to 1782, both inclusive, distinguishing each Year.

I N D E X.

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F
Bala
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Barb
25
Beef
bu

I N D E X.

A.

AFRICA, the growth of sugar, rice, and tobacco, might be encouraged there, 314

African trade declared against by the American Congress, 154—Number of slaves annually imported into North America, 155—Do. into the British West Indies, 156—The discontinuance of the slave trade much to be wished, from motives of humanity, 156—England procures slaves one sixth cheaper than France, 195

Alleghany mountains, very considerable settlements already made on the west side of them, 238

Archangel, turpentine produced from trees growing in the neighbourhood of, 86

Armed neutrality hurtful to the great maritime powers, 252

Article the second of the treaty of commerce between France and the United States of America, 223

B.

Balance, or excess of exports to, and of imports from, the American States, during a certain period, 233

Barbary States advantageous to the maritime powers, 252

Beef, salted, no quantity of it exported from any colony but Connecticut, 139—State of this article in the other

ll Goods,
and im-
1780, to
Year and

nd to and
distinguish-
lusive.

f England
ast Twelve
om 1771 to

and to and
States, for
viz. from

England to
elve Years,
71 to 1782

nd from and
om 1770 to
Year.

N D E X.

I N D E X.

- other parts of America, 140—Does not keep so well as the Irish, 142 — Average of the quantity exported to the West Indies, 144 — Quantity exported from Ireland, 225
- Bermudas* should be fortified, and have a respectable garrison, 255
- Bermudians*, their vessels well calculated for the carrying trade, 183
- Bill*, as first brought in, for the provisional establishment and regulation of trade and intercourse between the subjects of Great Britain and those of the United States of North America, 335
- Birmingham* and *Sheffield* manufactures. See *Jewellery*.
- Biscuit* and flour, average of the quantity imported into the West Indies, 136—The West Indies supplied with grain from England cheaper than from America, 138, and the introduction.
- Board of Trade*, the abolishing of, without substituting something like it, a reflection on the nation, 261
- Books*, a considerable article of exportation to America, 35 — Printing and paper at Philadelphia bad, 36
- Brandies*, the consumption of, not great in the American States, 56—Comparison between those of France and Spain, 57—Made in America from peaches, apples, &c. 58 — Large quantities of it exported from France to America just before and since the peace, 204
- Butter*, American, very little of it sent to the West Indies, 142 — The principal export from Ireland into Portugal, 290
- Buttons* one of the articles of American imports from Europe, 26

C.

- Callicoes*, printed, and other printed goods, of great consequence in the exports to America, 43 — Comparison between those of England and France, 44

Camblets

I N D E X.

Camblets only are admitted from Ireland into Portugal, 290

Cambries imported into America from Europe, 59

Canada will be capable of amply supplying our islands with wheat, 172—Should be put on the best footing possible, and the government altered, 213—The writ of Habeas Corpus should be secured to the Canadians by law, 214—A military police inadequate to the government of that country, 215

Candles and soap, great quantities of them formerly sent to America, 143—Average of the quantity exported to the West Indies, 144

Carrying trade, regulations that ought to be adopted to improve it, 170—The consequences of relaxing in our attention to it, 178—Farther hints for the improvement of it, 198—Must be retained wherever we possibly can, 235—The necessity of embracing every possible means of improving it, 308, and induction.

Cheese, average quantity of, exported to the West Indies, 144

Child, Sir Josiah, his sentiments on the Navigation act, 264.

Cloths, woollen, a comparison between those of England and France, 7

Coach-makers and saddlers, materials for, can be had only from Britain, 34

Cocoa imported by the Americans, 133

Cod fisheries. See *Whale fisheries*.

Coffie, the quantity of, annually imported into America, 133

Congress, American, their resolves of little consequence to England, 246

Copper in sheets, and wrought into kitchen and other utensils, articles of consequence in the American imports from Europe, 31

Cordage

I N D E X.

Cordage and ship-chandlery, state of the manufactories of, in America and Europe, 33

Corn trade, the Americans, at present, have rivalled us therein, 76, 99

Cotton, (See Manchester manufactures) the quantity of, annually imported into America, 134—That of Britain prohibited in Portugal, 290

Credit given by the English merchants to the Americans too extensive, 227—Stretched beyond all proper bounds at a certain period, 248—How far it ought to be extended, 319

Custom-house fees in the West Indies scandalously and unnecessarily oppressive, 193

D.

Debts of the Americans, and the annual interests thereon, an estimate of, 208—Those incurred by England in the course of three wars, 301

De Wit, his estimate of the value of the Dutch fishery, 331

Distilleries of New England, formerly one of the principal supports of their commerce, 212—Whether there, or in the foreign islands, the competition will be the same with the British West Indies, 202

Dundonald, Earl of, his method of extracting tar and varnish from coal, of benefit to England, 87

Dutch, the, have not trusted the Americans to any considerable amount, 249—England more indebted to that state for commercial benefits than to America, 310

Duties, the lowering of, the best method to prevent the growing evil of smuggling, 191

E.

Earthen ware. See Porcelain.

Edwards, Mr. his state of the imports from the British West Indies, 276

Emigrations

I N D E X.

Emigrations from New England to the interior parts of the continent, as frequent as those from Europe to America, 239 — Miserable and disappointed state of the European emigrants in America, 240 — A striking instance of their wretched condition, 243

Estimate of the inhabitants of the United States of America to be made the basis of an assessment, 239 — The number has been over-rated, *ibid.*

Expences of our former establishments in America, 245

F.

Fish, dried and pickled, estimate of the quantity of, exported from America, 65 — Salted fish may be had in the West Indies from Newfoundland, &c. cheaper than from the American States, 144

Fishery of Newfoundland, its advantages to Great Britain, 68 — That of the New-England States one of the principal supports of their commerce, 212

Flanders, our trade thither very great, and our exports much increased, 280

Flax seed, that of America compared with the European, 116 — Average of the annual import of flax into Great Britain and Ireland, 117

Flour. See Wheat; see also Biscuit.

France no great gainer by American independence, 5 — Has offended the Americans by the restraints they find at the French West-India ports, 167 — Depends on her West Indies for the support of her marine, 177 — Her merchants cannot afford to give much credit, 249 — Her trade with America now nearly, if not quite, at an end, 320

Freightage, the advantage of, 170 — British shipping will be sufficient, 178 — The value of, in the trade formerly carried on between America and our islands,

185

I N D E X.

Funds, the property of foreigners therein not prejudicial to the nation, 275

Furs and peltry, the exportation of them from America formerly very considerable, 112 — Methods by which this trade might be improved, 113 — Value of the furs annually brought to Great Britain from America, 114 — Amount of the Canada sales, 115

G.

Geneva, will soon be made in America, at present imported from Holland, 58

Genevans, the liberality and good policy of Ireland in their treatment of them, 255

Glass, imported by the Americans from Europe, 24 — America in want of materials to make it, *ibid*

Government of the remaining Colonies, the present opportunity of settling them ought to be embraced, 221

Great Britain, its internal trade much greater than its external commerce, 300 — Notwithstanding her misfortunes, is still the first commercial maritime power, 322

Gunpowder. See *Saltpere*.

H.

Habeas Corpus, the writ of, should be secured to the Canadians by law, 214

Haberdashery, and millenary, valuable articles in the American imports from Europe, 28 — English ribbands preferable to all others, 29 — British gauzes the best, 30

Harbours, very few good ones, for large ships, in the American States, 253

Hats, the difference between those made in England and those made in America, 27

Hemp,

I N D E X.

- Hemp*, reasons why the culture of it does not succeed in America, 53
Herrings, different quality of—those of America and Europe, 145
Hogs, may be bred to advantage in the back settlements of Carolina and Georgia, 141
Holland, our exports to, have exceeded those to the American States, 279
Honduras, exports from the bay of, advantageous to Great Britain, 229
Horses, for the saddle and draught, average of the number imported into the West Indies, 135

I.

- Jamaica*, that island now plentifully supplied with lumber of all kinds from America, 201 — Can raise Indian corn, live stock, &c. sufficient for her own use, 256
Jewellery, plate, Sheffield and Birmingham manufactures, valuable articles in the trade to America, 34
Imports from the Colonies, value of, during a period of four years, 228
Independence, American, the consequences of it, 2 — France no great gainer by it, 5, — Has introduced more heavy taxes than are known in any other country, 243
Indian trade, the articles for that purpose to be had cheapest in Britain, 35
Indian corn, came chiefly from Virginia and North Carolina, 152 — May be raised in Nova Scotia and Canada, though not so advantageously as wheat, 153
Indigo, produced chiefly in Carolina and Georgia, 108 — Great quantities raised by the Spaniards, 109 — Quantity imported into and exported from England, 110 — That of the islands and in South America better than that of North America, 226

I N D E X.

Ireland, the quantity of provisions exported from thence to America, 225 — Exports to, have always exceeded those to the American States, 279 — Peculiarly situated for trade and fisheries, 330

Iron, and Steel manufactures of every kind, an article of American imports, 14 — The sythes and axes of America preferred to those of England, *ibid.* — Comparison between the iron of England and that of other countries, 16 — The bad policy of loading it with too heavy a duty, *ibid.* — Profits arising from these manufactures, 20 — Steel in bars made in the American States, 21 — America fruitful in iron mines, 117 — Average of the quantity of iron imported from America for three years, 118

K.

Kingston in Jamaica, vessels fitting out there for the establishment of a trade between that place and Philadelphia, 201

L.

Languedoc, the price of wines there, 189

Lawns, an article of American imports from Europe, 52

Lead in pigs and in sheets, to be had to advantage only from Great Britain, 31

Linens, an article of much importance to Britain and Ireland, 36 — What kinds are imported into America, 37 — Difference between those of England and those of Germany, 38 — Means by which our exports of linens might be increased, 39

Loyalists, in Nova Scotia and Canada, will soon be able to furnish lumber for the British West Indies, 172 — Part of them should be established on the Bahamas in the best manner we can, 255

Lumber. See *Proc. staves*.

Lumber,

I N D E X.

Lumber, articles of, exported from North America to the British and foreign West Indies for one year, 150 — Quantity imported from North America into, and actually used in the British West Indies, 151 — Brought from Montreal to the river Thames, and from thence sent to the West Indies, 176

M.

Mackerel, state of that fishery on the coast of Nova Scotia, 145

Mahogany, the demand for, much increased in Germany, 229

Manchester manufactures, a valuable article in the imports of America from Europe, 28 — Their thriving state during the late war with America, *ibid.*

Manufactures of Great Britain are, and will be preferred by the Americans to all others, 234

Masts and spars for the navy, &c. plentiful in Nova Scotia and Canada, 88 — The best imported by Britain from the Baltic, 92 — The white and yellow pines superior to the other sorts, 93 — Prices of, in New England, 94

Medicines and drugs, English, preferred by the Americans to those of any other country, 34

Mediterranean, the improbability of America succeeding in that trade, 252

Merchants, British, many of them ruined by the Americans, 329

Millinery. See *Haberdashery*.

Molasses of great importance to the American States, 122 — Price per gallon at St. Kitt's on exportation, 124 — The revenue that arose from it, 126 — Any quantity of, makes an equal quantity of rum, 127

Money, very little of it sent officially to America after the first year or two of the war, 209 — Much of it hoarded up in America by the Dutch and Germans, 210 — Eng-

Lumber,

I N D E X.

210—English money in America sent to St. Eustatius to purchase English manufactures, 211—The causes of the present temporary scarcity of it, 323—The high interest of, destructive to manufactures and trade, 327

N.

Naval power of America, reasons why it never can be considerable, 254

Naval stores should not be clogged with a duty, 21—Average of the pitch, tar, and turpentine exported from America in three years, 78—Prices of American and Russian tar, 80—Regulations necessary to be made in the commerce of these articles, 82—Whether the Baltic or American tar be the best, not fully decided, 83—Russia taught the art of drawing turpentine from the pine tree, 84—Quality of the Archangel turpentine, 85—Earl of Dundonald's discovery of extracting tar and varnish from coal, of great benefit to Britain, 87—To continue the bounties on, from Nova Scotia, St. John's, and Canada, will be proper policy, 303

Navigation act, the guardian of the prosperity of Britain, 1—Probable consequences of any infringement of it, 3—Prevented the Dutch from being the carriers of our trade, 158—When first enacted, *ibid*—A violation of, injurious to the Irish, 167—The necessity of preserving the navigation laws entire, 213—The wisest of all the commercial regulations in England, 266—The foundation of it laid by Cromwell, 286—The sacrifice of, would be no advantage to France, 296—Sir J. Child's opinion of this act, 264—Ditto Adam Smith, 265

Nova Scotia, the navigation from, to our islands, shorter and quicker than from the American States, 173—
Better

I N D E X

Better situated for the fisheries than any other country whatever, 212

O.

Oak of Canada heavier and more lasting than that of New England, 172

Objections made to the Navigation act, 295

Oil, raisins, figs, olives, and other fruits, imported into America from Spain and Portugal, 58

Onions, large quantities of them imported by the Bermudians into the West Indies, 152

Oxen and sheep, a great number of, sent from New England to the Windward Islands, 151

P.

Painters colours, an article of American imports from Europe, 32 — Whiting and white lead to be had cheapest from England, *ibid*

Paper and stationary, cheaper in France and Flanders than in England or Holland, 42 — Some made by the Americans, 43.

Passamaquaddy, its natural advantages for commerce, 90

Peltry. See Furs.

Penobscot, the giving up that territory highly censurable, 89

Pipe-staves and lumber in general, an article of American exports, 77 — Those articles farther considered, 147

Pitch. See Naval stores.

Population of America, not likely to increase as it has done, 254

Pork of America, its qualities considered, 141 — Average of pork exported to the West Indies, 144

Pot and pearl ash, the quantity exported to Great Britain on an average of three years, 119. — A late discovery relative to pot ash, 120

Poultry,

I N D E X.

Poultry, as cheap in Canada as in the American States,
152

Porcelain and earthen ware, articles of American imports,
23 — Ineffectual attempts to manufacture them in
America, *ibid*

Portugal, our exports to, less by one half than what
they were formerly, 288 — Has given the advantage
to the linens of France, 290 — State of the trade be-
tween that country and Scotland, *ibid* — Can no
where get their provision so cheap as from Ireland,
291

Provisions, the quantity exported from Ireland to Ame-
rica, 225.

Q.

Quack Medicines, the sale of them considerable in Ame-
rica before the late war, 35

Quebec, the only channel, through which the lumber of
Vermont can pass, 148

R.

Raleigh, Sir Walter, his calculation of the value of the
Dutch fishery, 330

Resolves of the Assembly of New York, in direct op-
position to the Definitive Treaty, 318

Rice, produced in Carolina and Georgia only, 110 —
Reasons why Britain must be the best market for it,
ibid — Average of the quantity imported into Eng-
land in three years, 111 — Prohibited in Portugal,
ibid.

Rum, great quantities of it consumed in the American
States, 127 — The West-India rum in a state of im-
provement, 128 — Prices of in different parts, *ibid* —
Quantity annually exported from North America, 130
— A great deal consumed in our fisheries and remain-
ing

I N D E X.

ing Colonies, 131—Average quantity of, imported into England for ten years, 192 — Considerations on the high price of, 196—Rum distilleries, 102—As much a necessary of life in America as malt liquors are in Britain, 203—Quantity imported into all North America from the British West Indies, 205

Russia, will not succeed in her efforts as a maritime power, 22 — Turpentine now made there from trees growing in the neighbourhood of Archangel, 86 — Our trade to, very essential to us, 280

S.

Sail-cloth of every kind imported by the Americans, 40 — Number of pieces exported from Petersburg, 41

Sailors, the numbers of, in Holland, and in the middle and southern States of America, 165 — American born, none of them in the English navy, 244—America has not many, 253, — Those of Britain should be encouraged in preference to those of America, 307

Salt, taken by the Americans as ballast, 48 — Average of the quantity imported by America, 134

Saltpetre and gunpowder, imported cheaper by the Americans than they can make it, 51 — Bad qualities of American saltpetre, 52

Scotch, the, strangely neglect the advantages to be derived from their fisheries, 329

Ship-builders of England have many advantages over those of the Dutch, 296 — In a better state at the conclusion of the late than any former wars, 307

Ship-building, formerly one of the principal supports of the commerce of the New-England States, 212

Ships built for sale, a profitable branch of trade in England, 94 — The quality of those built in the southern-

I N D E X.

- provinces of America, 95 — Account of the number and tonnage of vessels built in America during three years, 96 — American ship-building should not be encouraged, 97 — By what means it may be kept in England, 99 — List of, that passed the Sound, to and from the Baltic, for three years, 224 — The necessity of encouraging our ship-building and improving our carrying-trade, 177, 305
- Shoes*, one of the articles of American imports from Europe, 25 — Reasons why the Americans do not succeed in that manufacture, 26
- Silks*, what kinds of them are preferred in America, 45 — Comparison between those of England and those of France, 46 — Annual average of silks imported and exported for five years, 47.
- Smith*, Mr. Adam, his sentiments concerning the navigation &c., 265
- Soap*. See Candles.
- Spars*. See Masts.
- Spermaceæ* candles, a considerable export from the northern colonies of America, 71 — Estimate of Candles exported on an average of three years, 72
- Stationary*. See paper.
- Steel*. See iron.
- Stockings*, imported into America from Europe, 25 — Those of the English manufactory preferred in America, *ibid*
- Sugar* plantations, the mischiefs that have arisen from the prodigious sums spent on them by British subjects, 313
- Sugars*, comparison between those of France, Denmark, Holland, and the British West Indies, 121 — Average quantity imported into Great Britain during ten years, 188 — Quantity of, imported and consumed in Ireland, 189 — A candid inquiry into the high price of, might be useful, 194 — Not yet commonly used in

I N D E X.

one half of Europe, 206 — The growth of them might be encouraged in Africa, 314.

T.

Tar. See Naval stores.

Taxes, infinitely more heavy in America than in England, 241

Tax and East-India goods, great quantities formerly smuggled into America, 49 — England may undersell all other countries in these articles, 51 — Quantity exported from England to America, *ibid.*

Thread, great quantities of, exported from Europe to America, 52

Tin in plates, a valuable article among the American imports from Europe, 31

Tobacco, the principal article of American commerce, 100 — The means of making that trade advantageous to Britain, 101 — Little encouragement given to the Americans to carry this article to France, 103 — The quantities consumed in Great Britain, 104 — Ditto in France, 105 — Comparison between American and European tobacco, 106 — Might be cultivated to advantage in Africa, 107 — Where it first grew, and at what time first sold in England, 154 — Raised in St. Vincent's with very little labour, 193 — The finest grows in the islands and in South America, 226 — Quantity and value of, imported into Scotland, 262

Trade to America, not to be rashly pursued in England, 5 — Articles in which there will be scarcely any competition, 7 — Articles in which there may be competitors, 36 — Articles which cannot be exported by Great Britain to advantage, 54 — Articles exported to the West Indies from North America, 235 — American trade, reasons why it is not to be courted,

I N D E X.

223 — The clearest and most advantageous light in which American trade can be viewed, 228—To Turkey and the Straits, the state of, 282 — In what manner, most probably, it will in future be carried on in America, 321.

Treasury, Board of, of little consequence in comparison of that of trade, now abolished, 262

Treaties with the American States, of what kind they must be, 247 — Should not be attempted at this period of their unsettled state, 317.

Turpentine. See Naval stores.

V.

Vermont, state of, abounds with an immense quantity of lumber, 148.

Vessels in the New-England States, at what price built and equipped, 162 — At what price built and equipped in other parts of America and England 163

W.

West-India islands, if declared independent, could not protect themselves, 188 — Custom-house fees there, scandalously oppressive, 193—The cultivation of them might be carried much farther than it is, 194 — The balance of trade to those islands in our disfavour, 281 — The evil consequences of allowing them a free trade, 315

West-India planters, their conduct inimical to their future interest, 164 — Representation of their Committee to the King's Ministers, 169 — Have settled and extended their plantations on the credit given by our merchants, 174

Whale and cod fisheries, produce whale oil, bone, fins, and salted fish, 60 — The quantity of oil exported to Great

I N D E X.

Great Britain within three years, 61 — The cod fishery an object of great importance to England, 62 — An excellent nursery for seamen, 63 — Number of persons employed in the Newfoundland fisheries, 64

Wheat and flour, a very capital article among the American exports, 73 — Average of the quantities exported, 74 — Not a good staple for America, 75 — The average crop of wheat in America per acre, 76

Wines, what kinds of, are consumed in America, 54 — Unsuccessful attempts of the Americans to make wine, 55 — Comparison between the wines of Portugal and those of France, 288 — Quantity of Portugal wine imported into England, *ibid.* — Quantity of those of France and Portugal imported into Ireland, 291 — Those of France should be put on the same footing by us as those of Portugal, 292 — Comparative view of the importations of, 293

Wool, French, 9 — American, the value and quality of, 10

Woollens of Great Britain, a great and capital article in the trade to America, 7 — Return of the quantities made in Yorkshire during certain years, 12 — Their consumption in Russia injured by abuses here, 21 — Exportation of, to Portugal much diminished, 289

Worsted. See Stockings.

The first part of the book is devoted to a general
 introduction of the subject, and to a description of the
 various kinds of plants which are found in the
 country. The second part is a description of the
 various kinds of animals which are found in the
 country. The third part is a description of the
 various kinds of minerals which are found in the
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 various kinds of rocks which are found in the
 country. The tenth part is a description of the
 various kinds of fossils which are found in the
 country.

NUMBER XVI.

EXPORTS and IMPORTS to and from
ENGLAND to PORTUGAL, for Thirteen Years,
viz. from 1770 to 1782, both inclusive, dis-
tinguishing each Year.

Years.	EXPORTS.			IMPORTS.		
	£.	s.	d.	£.	s.	d.
1770	534,708	19	1	329,663	3	4
1771	716,122	3	5	354,631	10	7
1772	635,114	4	2	347,373	11	2
1773	522,379	10	1	349,214	13	4
1774	558,158	14	11	405,905	12	5
1775	632,989	4	8	367,093	4	1
1776	530,784	13	1	372,439	19	4
1777	554,449	8	2	382,708	8	5
1778	430,936	16	2	340,576	14	9
1779	647,813	19	9	285,334	3	10
1780	459,673	16	10	522,893	18	2
1781	523,493	7	3	355,723	3	0
1782	687,324	11	10	280,654	14	6

The exports and imports to and from Madeira are not included in the above.

During war with Spain, the exports to Portugal increase.

EXPORTS AND IMPORTS OF AMERICAN
CIGARETTES TO THE UNITED STATES, BY THE
MERCHANTS OF THE UNITED STATES, FROM 1890 TO 1900, WITH
AN APPENDIX OF THE CIGARETTES OF THE UNITED STATES

Year	Value	Quantity	Value	Quantity
1890
1891
1892
1893
1894
1895
1896
1897
1898
1899
1900

...

...

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ABR
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N U M

A Britain, Christmas 1771 to 1782, distinguishing
Articles year.

Year	Articles
1771	
1772	
1773	
1774	
1775	
1776	
1777	
1778	
1779	
1780	
1781	
1782	

AN ACCOUNT of all Rice, Indigo, Tobacco, Cochineal, imported into and exported from Great Britain, for two Years, England from Scotland, and the particular Countries to which these Articles were exported,

	R I C E.								I N D I G O.							
	England, 1773.		Scotland, 1773.		England, 1778.		Scotland, 1778.		England, 1773.		Scot. 1773.		England, 1778.		Scot.	
	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imp.	
cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	lb.	
Africa	45 1 25	6489 3 3			12 14	57 2 4										
Canaries																
Denmark and Norway		6610 2 8		63 1 14		1302 3 16			4013					8267		
East Country		3904 18				56 1 4			414					1212		
East Indies	4 1 7				4 3 20	30 1								25535		
Hollanders		14910 3 12				1280 2 12			67413	44249			78070	26701		
France		31985 3 20							15070	48727						
Germany		15241 10		7017 3		1748 3 1		608	656	118170			2330	58443		
Greenland																
Holland		241693							2100	46352						
Ireland		1690 2 11		155 3 3		55 1 23			443	87701			6373	40084		
Isle of Man		4														
Italy		1636 2				135 3 3	4 2			107517				1007		
Madeira										650						
Portugal		5612 2		402 2 16	2404 1 14				10	735			27308			
Poland				2892 1 11												
Russia		1279 10								69147				33515		
Spain		16657 2 20							17442	2120			200			
Sicily																
Sweden		1822								47371				12591		
Turkey		679				6 1 14				13333						
Venice						1 2 7				13245						
Isle of Guernsey														1120		
Isle of Jersey		47 3														
North America, viz.																
New Providence																
Canada										5760	148					
Carolina	370190 2 5		8492 1 27		76 1 19	784 2 25	56 1 27		1107660		1811		133683	541		
Florida									14685				125533			
Georgia	72469 1 10		3350 7		13 13	8			55380		767		15070			
Madison's Bay																
New England										21339						
Newfoundland		46 1 4														
New York	2454 3 14				60 1				1800				11660	2803		
Nova Scotia																
Pennsylvania	3857 3 18								20945							
Virginia and Maryland		14 7							3432	16	346					
West Indies																
Antigua		1 7														
Anguilla																
Barbadoes														875		
Dominica									1000							
Granada									66781							
Jamaica						29 6			47883				23368			
Monferrat																
Nevis														115		
St. Kitts					1 2 10									70		
St. Lucia														1027		
St. Vincents																
St. Martins and Demerara														1241		
St. Thomas's														8843		
Tobago									2100				4050			
Tortola													37872		982	
New Orleans													64200			
Honduras									43793							
Falkland Islands																
Bermudas									5000				1900		207	
Musquito Shore									27749							
St. Eustatia and St. Croix																
	457122 1 23	361334 3 18	11842 2 6	10541 3 14	2716 2 2	25357 3 8		664 1 27	1518551	604898	3924		569443	182362	3992	

2.

THE NATIONAL BUREAU OF STANDARDS
WASHINGTON, D. C.

No.	Description	Quantity
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AN ACCOUNT of all Sugar, Rum and Coffee, imported into and exported from Great Britain for two Years, viz. from Christmas 1772 to Christmas 1773, and from Christmas 1773 to Christmas 1774, in Particular Countries to which these Articles were exported, or from whence they were imported.

	SUGAR.								RUM.							
	England, 1773.		Scotland, 1773.		England, 1782.		Scotland, 1782.		England, 1773.		Scotland, 1773.		England, 1782.		Scotland	
	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.	Imp.	
	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	cwt. qrs. lb.	Gallons.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	
Africa	—	268 10	—	—	—	125 11	—	—	—	—	—	—	—	—	13287	
Canaries	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Denmark and Norway	—	124 3 3	—	—	—	—	—	—	—	—	—	—	—	—	201	
East Country	—	26	—	—	—	70 21	—	—	—	—	—	—	—	—	210	
East Indies	—	272 3 16	—	—	—	379 1 24	—	—	—	—	—	—	—	—	23664	
Flanders	—	15	—	—	—	1865 2 26	—	—	—	—	—	—	—	—	46224	
France	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Germany	—	1814 1 2	—	62 2	—	2562 2 8	—	1722 2 26	—	—	—	—	—	—	455	
Greenland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	304	
Holland	—	147 2 14	—	1 3 10	—	—	—	—	—	—	—	—	—	—	—	
Ireland	—	1388 5 6 1 4	—	555 13 2 22	—	778 12 16	—	6735 1 8	—	—	—	—	—	—	114113	
Isle of Man	—	1479 3 21	—	—	—	796 3 10	—	—	—	—	—	—	—	—	21072	
Italy	—	174 3 14	—	—	—	7 1	—	—	—	—	—	—	—	—	1707	
Madeira	—	—	—	—	—	4	—	—	—	—	—	—	—	—	119	
Portugal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	583	
Poland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Russia	—	—	—	—	—	252 22	—	—	—	—	—	—	—	—	419	
Spain	—	—	—	—	—	283 1	—	—	—	—	—	—	—	—	—	
Streights	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sweden	—	2542 2 21	—	8 3 24	—	—	—	—	—	—	—	—	—	—	640	
Turkey	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Venice	—	38 3 4	—	—	—	—	—	—	—	—	—	—	—	—	—	
Island of Guernsey	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Island of Jersey	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Non-america, viz.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
New France	—	1 26	—	—	—	—	—	—	—	—	—	—	—	—	—	
Canada	—	—	—	—	—	899 1 11	—	98 3 19	—	10057	—	—	—	—	—	
Carolina	—	51 1 7	—	87 3 2	—	—	—	—	—	1764	980	—	104	1267	572	
Florida	—	24 1 4	—	—	—	—	—	—	—	—	—	—	—	—	—	
Georgia	—	—	—	89 2	—	7 3	—	—	—	—	—	—	—	—	—	
Hudson's Bay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
New England	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newfoundland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
New York	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Nova Scotia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Pennsylvania	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Virginia and Maryland	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
West Indies	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Antigua	—	8088 5 1 25	—	3080 23	—	20 1 11	14918 1 6	—	5498 1 24	172 3 24	3297	—	5055 1	—	142198	
Anguilla	—	—	—	—	—	—	—	—	—	—	—	—	—	—	70	
Barbadoes	—	1109 1 2 4	—	—	—	—	—	—	—	—	—	—	—	—	9573	
Dominica	—	4412 2 7	—	—	—	—	—	—	—	—	—	—	—	—	949	
Grenada	—	1981 5 9 2 21	—	—	—	—	—	—	—	—	—	—	—	—	—	
Jamaica	—	102709 1 7	—	40866 3 16	—	43 1 27	654077 3 20	—	36144 1 9	16 3 22	1994478	—	127412 1	—	1295597	
Monferrat	—	33776 25	—	—	—	—	—	—	—	—	—	—	—	—	504	
Nevis	—	27430 1 12	—	—	—	—	—	—	—	—	—	—	—	—	18307	
St. Kitts	—	106368 1 18	—	—	—	—	—	—	—	—	—	—	—	—	90120	
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	—	—	8744	
St. Vincents	—	58694 1 7	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Martins and Demerara	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Thomas's	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Tobago	—	14453 3 17	—	—	—	—	—	—	—	—	—	—	—	—	279	
Tortola	—	30126 3 24	—	—	—	—	—	—	—	—	—	—	—	—	5779	
New Orleans	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Honduras	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Falkland Islands	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bermudas	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Mufquito Shore	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Eustacia and St. Croix	—	8843 3 22	—	—	—	—	—	—	—	—	—	—	—	—	5437	
TOTAL	1731664 3	145465 14	70287 2 21	56673 1 25	1315025 3 17	85176 2 7	57487 3 18	8939 26	213863 18	81205 1	143655 1	72338 1	156798 1	192145 1	1507 1	

TOTALS

Year	Quantity	Value	Quantity	Value
1772	1000	1000	1000	1000
1773	1000	1000	1000	1000
1774	1000	1000	1000	1000
1775	1000	1000	1000	1000
1776	1000	1000	1000	1000
1777	1000	1000	1000	1000
1778	1000	1000	1000	1000
1779	1000	1000	1000	1000
1780	1000	1000	1000	1000
1781	1000	1000	1000	1000
1782	1000	1000	1000	1000

T O T A L S

Of an Account of Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum imported to and exported from that Part of Great Britain called England, for ten Years, ending at Christmas last, viz. from Christmas 1772 to Christmas 1782, distinguishing each Year, the several Quantities and Values.

T O T A L S

Of an Account of Rice, Indigo, Cochineal, Tobacco, Sugar, Molasses, and Rum imported to and exported from that Part of Great Britain called England, for ten Years, ending at Christmas last, viz. from Christmas 1772 to Christmas 1782, distinguishing each Year, the several Quantities and Species; and also distinguishing each Year, and how much from the Port of London separately, and how much from the Out Ports, under one general Head, the several Quantities and Species.

R I C E.

Years.	Imported into England.			Exported from England.									
	Cwt.	qrs.	lb.	London.		Out Ports.		Total.					
				Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	Cwt.	qrs.	lb.	
1773	457	122	1	23	73933	2	5	28740	1	13	361334	3	18
1774	453	359	3	20	67536	0	18	23665	2	8	304187	2	26
1775	577	149	0	22	59782	1	1	323698	0	18	383480	1	19
1776	643	6	0	27	36420	0	8	6682	3	1	43102	3	23
1777	130	16	1	20	20047	1	25	5477	1	6	25524	3	3
1778	114	31	0	3	5049	2	21	48	1	22	9911	1	15
1779	65	0	14	0	576	2	5	1018	1	0	1594	3	5
1780	822	3	14	3	721	3	6	204	0	16	925	3	22
1781	401	46	2	12	15055	0	4	5696	2	19	20751	2	23
1782	271	6	2	2	4294	3	2	1003	0	6	5357	3	8

C O C H I N E A L.

Imported into England.		Exported from England.		
Years.	Pounds Wt.	London.	Out Ports.	Total.
1773	169245	44093	60	44153
1774	238415	44695	0	44695
1775	19081	59948	188	60136
1776	51112	00238	405	37605
1777	14161	88881	395	19183
1778	3201	1013	2047	23900
1779	100891	8780	4742	13522
1780	99057	8748	3758	12502
1781	1041	12713	5307	18020
1782	10445	10445	4220	14665

This Table to be placed facing Cochineal, in No. III, Appendix.

Total	7203262	1170719	1358427	2529146
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T O B A C C O.

Imported into England.		Exported from England.			
Years.	Pounds Wt.	London.	Out Ports.	Total.	
1773	Not Prize 55928957	Pounds Wt. 35248119	Pounds Wt. 15138806	Pounds Wt. 50386925	Pounds Wt. 50386925
	Prize - - - 0	0	0	0	0
	Total 55928957	35248119	15138806	50386925	
1774	Not Prize 56048393	Pounds Wt. 29125332	Pounds Wt. 15694519	Pounds Wt. 44819851	Pounds Wt. 44819851
	Prize - - - 0	0	0	0	0
	Total 56048393	29125332	15694519	44819851	
1782	Not Prize 4414840	Pounds Wt. 557967	Pounds Wt. 1161022	Pounds Wt. 1718089	Pounds Wt. 1718089
	Prize - - - 788422	612752	197405	810157	810157
	Total 7203262	1170719	1358427	2529146	

This Table to be placed facing Cochran's, in No. III, Appendix.

59671 | 0224 | 54701 | 912701 - - - 2867
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1776	Not Prize	7275037	13729926	2791486	16521412
	Prize	0	0	0	0
	Total	7275037	13729926	2791486	26521412
1777	Not Prize	233722	1996960	575934	2572894
	Prize	1912329	332512	0	332512
	Total	2146051	2329472	575934	2905406
1778	Not Prize	655124	609481	762412	1381893
	Prize	8422029	325839	360443	686282
	Total	9077153	935320	1122855	2068175
1779	Not Prize	4365115	458356	534041	992897
	Prize	9652316	1148825	1562714	2711539
	Total	14017431	1607681	2096755	3704436
1780	Not Prize	7354405	402269	1341276	1743545
	Prize	4944707	502183	577277	1079460
	Total	12299172	904452	1918553	2823005
1781	Not Prize	5131639	867579	1331929	2199508
	Prize	6255086	1204959	546348	1751327
	Total	11386725	2072538	1878277	3950815
1782	Not Prize	4414840	557967	1161022	1718989
	Prize	2788422	612752	197405	810157
	Total	7203262	1170719	1358427	2529146

This Table to be placed facing Cocheinal, in No. III, Appendix.

T O B A C C O.

Exported from England.

Imported into England.

Years.	Exported from England.			Imported into England.		
	London.	Out Ports.	Total.	Pounds Wt.	Pounds Wt.	Pounds Wt.
1773	35248119	15138806	50386925	55928957	-	-
	0	0	0	0	-	-
	0	0	0	0	-	-
Total	35248119	15138806	50386925	55928957	-	-
1774	29125332	15694519	44819851	56048393	-	-
	0	0	0	0	-	-
	0	0	0	0	-	-
Total	29125332	15694519	44819851	56048393	-	-
1775	33769986	10110879	43880865	55965463	-	-
	0	0	0	0	-	-
	0	0	0	0	-	-
Total	33769986	10110879	43880865	55965463	-	-
1776	13729926	2791486	16521412	7275037	-	-
	0	0	0	0	-	-
	0	0	0	0	-	-
Total	13729926	2791486	16521412	7275037	-	-
1777	1996960	575934	2572894	233722	-	-
	332512	0	332512	1912329	-	-
	2329472	575934	2905406	2146051	-	-
Total	1996960	575934	2572894	233722	-	-

I N D I G O.

I N D I G O.

Imported into England.		Exported from England.		
Years.	Pounds Wt.	London.	Out Ports.	Totals.
		Pounds Wt.	Pounds Wt.	Pounds Wt.
1773	- - - 1518552	596391	8507	604898
1774	- - - 1917055	640510	7118	647628
1775	- - - 2454811	611025	13745	624770
1776	- - - 785674	448377	6654	455031
1777	- - - 818458	269687	14169	283856
1778	- - - 756798	151870	19205	171075
1779	- - - 733730	222538	58108	280646
1780	- - - 511549	238306	84081	322387
1781	- - - 1032610	593751	72459	666210
1782	- - - 509443	141214	41148	182362

S U G A R.

Exported from England.

Imported into England.

Years.	Imported into England.		London.		Out Ports.		Totals.	
	Cwt.	qrs. lb.	Cwt.	qrs. lb.	Cwt.	qrs. lb.	Cwt.	qrs. lb.
1773	1731664	3 1	59017	0 3	86448	0 11	145465	0 14
1774	1902403	1 0	103461	2 21	81412	3 21	181874	2 14
1775	1040069	0 2	192715	1 21	106134	2 24	298850	0 17
1776	1669066	0 4	52962	3 21	138609	2 1	191572	1 22
1777	1335421	0 20	34025	0 4	94266	2 6	128291	2 10
1778	1403995	1 13	12560	3 8	68203	1 2	80764	0 10
1779	1441945	3 1	7462	3 15	55685	1 2	63148	0 17
1780	1318515	9 9	14627	2 24	82507	0 17	97134	3 13
1781	1026177	0 14	39000	2 0	93036	3 8	134037	1 8
1782	1315025	3 17	6665	0 17	78511	2 10	85176	2 27

1782 1315025 3 17 | 6665 0 17 | 78511 2 10 | 85176 2 27

M O L A S S E S.

Exported from England.

Years.	Imported into England.			Exported from England.			Totals.
	Ton Cwt. qrs. lb.	London.	Out Ports.	Ton Cwt. qrs. lb.	Ton Cwt. qrs. lb.	Ton Cwt. qrs. lb.	
1773	61 6 2 20	7 6 3 24	0 0 0 0	0 0 0 0	7 6 3 24	7 6 3 24	
1774	27 2 1 17	26 8 2 6	0 0 0 0	0 0 0 0	26 8 2 6	26 8 2 6	
1775	74 5 2 11	0 0 0 0	7 11 2 21	0 0 0 0	7 11 2 21	7 11 2 21	
1776	256 13 1 2	0 0 0 0	0 15 0 0	0 15 0 0	0 15 0 0	0 15 0 0	
1777	511 9 1 24	29 9 2 12	61 1 2 2	61 1 2 2	90 11 0 14	90 11 0 14	
1778	637 15 1 27	27 8 0 24	145 10 2 4	145 10 2 4	172 18 3 0	172 18 3 0	
1779	59 14 0 21	9 4 0 24	13 11 3 10	13 11 3 10	22 16 0 6	22 16 0 6	
1780	28 16 1 14	0 10 0 24	4 17 1 8	4 17 1 8	5 7 2 4	5 7 2 4	
1781	0 4 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
1782	12 7 0 2	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	

R U M.

Imported into England.		Exported from England.		
Years.	Gallons.	London.	Out Ports.	Totals.
1773	- - 2138631	Gallons.	Gallons.	Gallons.
1774	- - 1705338	464591	364212	828803
1775	- - 2309977	309020	329363	638383
1776	- - 3346759	166515	523780	690301
1777	- - 2069944	224267	241410	465677
1778	- - 2457084	248216	574064	822280
1779	- - 2161878	139521	486869	616390
1780	- - 1621148	251004	481654	732058
1781	- - 1229987	483355	337174	820529
1782	- - 1587981	116373	45859	162232
		11732	274913	392145

Note, The Accounts of Exports and Imports returned from each respective Port to the Inspector-General are not kept separately, but are entered in his Books under *one general Head of Out Ports*: The above Account, therefore, is made up accordingly.

Crafton-House, London, May 1, 1783.

JOHN TOMKYN'S, Assistant Inspector-General.

AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum imported into Scotland for ten Years, ending at Christmas 1782, distinguishing each Year, and the several Quantities and Species.

AN ACCOUNT of all Rice, Indigo, Cochineal, Tobacco, Sugars, Molasses and Rum imported into Scotland for ten Years, ending at Christmas 1782, distinguishing each Year, and the several Quantities and Species.

YEAR.	RICE.			INDIGO.		COCHINEAL.		TOBACCO.			SUGARS.			MOLASSES.			RUM.	
	Cwt.	qrs.	lb.	lb.	Cwt.	qrs.	lb.	Unmanufactured.		lb.	Cwt.	lb.	Cwt.	qrs.	lb.	Gallons.	Gallons.	
								Manu- factured.	Manu- factured.									
1773	118½	2	6	2924	0	0	0	44543050	0	70287	2	21	12	1	20	143655½		
1774	241	2	24	6690	0	0	0	41348295	30	66157	0	10	0	0	0	183602		
1775	589	1	24	4371	0	0	0	45803154	0	81000	2	21	22	2	2	188153½		
1776	0	0	0	5139	1	0	0	7423363	100	57135	3	8	253	0	0	268058		
1777	94	3	4	1523	0	0	0	294896	267	80253	3	4	545	1	1	200084½		
1778	1596	0	0	22156	0	0	0	2864374	6	117285	2	4	2939	0	3	511820		
1779	31	1	23	28247	0	1	0	3128464	12	97481	0	12	803	1	22	194352		
1780	220	1	4	6318	0	0	17½	5125638	157	77041	3	10	0	0	0	145025½		
1781	2682	3	13	16042	0	1	2	1952243	100	58379	1	11	0	0	0	144521½		
1782	0	0	0	3992	0	1	26	2624807	175	57487	3	18	0	0	0	159743½		

B IV.

AN the Islands of Day of January, 1770, and
February, 1771

FROM THE BRITISH

TOTAL

				£.	s.	d.
to Fe	72wt. 2 qrs. 24 l	—	—	152	04	16
ditto	12 0 20	—	—		44	16
dig	5ps. at 4s. 6d.	—	—		97	4
Mole	7, 2 gallons, at 1	—	—	11	38	12
ditto	40 84 ditto, at 1	—	—	170	43	4
mei	5 lbs. at 6d.	—	—		86	4 6
ugar	10 cwt. 1 qr. 6	—	—	490	78	16 7½
wine	—	—	—	458	09	17 7½
anna	6 ks, at 2l. 12s.	—	—		98	0
ditto	3, lbs. at 1s.	—	—		66	90
ditto	2, ditto, 1s.	—	—	11	39	11
cocoa	1, lbs. at 6d.	—	—		30	30 19
ditto	5, ditto, at 6d.	—	—	22	76	11
fish	134s. sterling.	—	—		32	13 14
rustic	2, 0 cwt. 4 lb	—	—		16	21 8
gingi						
hides						
ditto						
ory						
on,						
imes						
ditto						
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ignu						
edar						
olaf						
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at, i						
ugar						
ditto,						
ditto,						
arfap						
ditto,						
kins,						

AN ACCOUNT of the Goods and Produce imported into the several Provinces in North America, the Islands the 5th of January, 17

Species of Merchandize.	FROM THE SOUTHERN PARTS OF EUROPE.		FROM AFRICA.		FROM THE B
	Quantity.	Value.	Quantity.	Value.	
		£. s. d.		£. s. d.	
Coffee, British	—	—	—	—	4072 cwt. 2 qrs.
Ditto, foreign	—	—	—	—	12 0
Indigo, foreign	—	—	—	—	4352 lbs. at 4s. 6d.
Molasses, British	—	—	—	—	227,772 gallons, a
Ditto, foreign	—	—	—	—	3,408,784 ditto, at
Pimento, British	—	—	—	—	34,529 lbs. at 6d.
Sugar, brown, foreign	—	—	—	—	35,059 cwt. 1 qr.
Wine of the Azores	763,125 1/2 tons, at 9s. 6ol.	4,809 17 7 1/2	—	—	—
Annatta	—	—	—	—	196 casks, at 2l. 1s.
Cotton, British	—	—	—	—	133,800 lbs. at 1s.
Ditto, foreign	—	—	—	—	222,791 ditto, 1s.
Cocoa, British	—	—	—	—	121,238 lbs. at 6d.
Ditto, foreign	—	—	—	—	455,351 ditto, at 6
Cash in coin	—	—	—	—	3213l. 14s. sterling.
Fustick	—	—	—	—	362 tons, 9 cwt. 4
Ginger, British	—	—	—	—	637 0 14
Hides, ditto	—	—	—	—	10168 No. at 7s.
Ditto, foreign	—	—	—	—	11737 No. at 7s.
Ivory	—	—	—	—	1573 lbs. at 3s.
Iron, old	—	—	—	—	51 tons, 7 cwt.
Limes, British	—	—	—	—	2543 barrels, at 15s.
Ditto, foreign	—	—	—	—	443 ditto, at 15s.
Logwood	—	—	—	—	3027 tons, 15 cwt.
Lignumvitæ	—	—	—	—	68 tons, 10 cwt. at
Cedar posts	—	—	—	—	827 No. at 2s.
Molasses, duty paid at Dominica	—	—	—	—	8908 gallons, at 1s.
Mahogany	—	—	—	—	814 tons, 14 stone,
Negroes	—	—	2265 No.*	90640	620 No. at 40l.
Pimento, warehoused	—	—	—	—	886 lbs. at 6d.
Rum	—	—	—	—	3,888,370 gallons, a
Salt, West-India	—	—	—	—	500,484 bushels, at
Sugar, brown, British	—	—	—	—	66,417 cwt. 3 qrs.
Ditto, clayed	—	—	—	—	147 1 1
Ditto, warehoused	—	—	—	—	659 2 1
Sarsaparilla, British	—	—	—	—	16,424 lbs. at 2s. 3d.
Ditto, foreign	—	—	—	—	3148 ditto, at 2s. 3d.
Skins, calf	—	—	—	—	128 No. at 2s. 6d.
do deer	—	—	—	—	3750 lbs. at 1s.
do shell	—	—	—	—	230 ditto, at 6d.
Wine, duty paid in the West Indies	—	—	—	—	3 tuns, 45 gallons, a
Bees	—	—	—	—	1200 lbs. at 1s.
Salt, south parts of Europe	521,225 bushels, at 1s.	26061 5	—	—	—
Barwood	—	—	4164 pieces, at 1s.	208 4	—
Ebony	—	—	3 tons, 11 cwt. at 4l. 10s.	15 19 6	—
Ivory	—	—	194 No. and 5439 lbs.	3270 17	—
Wax, bees	—	—	17225 lbs.	861 5	—
Dye wood	—	—	70 tons, at 6os.	315	—
Hides	—	—	166 No. at 7s.	58	—
		71871 2 7 1/2		95369 7 6	

* The importations of slaves is this year considerably under the medium importation.

AN ACCOUNT of the Quantity, with an Estimate of the Value at the Ports of Exportation, of all the Goods and Produce exported from the few January, 1770, and the 5th of January, 1771.

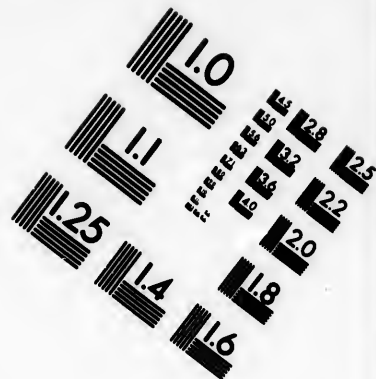
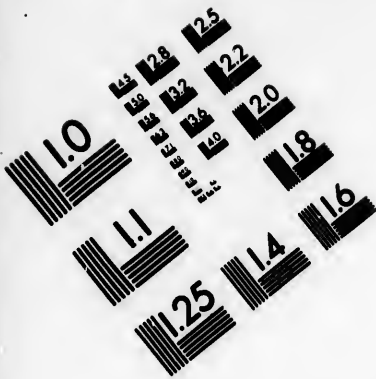
Species of Merchandize.	GREAT BRITAIN.			IRELAND.			SOUTHERN PARTS OF EUROPE.		
	Quantity.	Value.		Quantity.	Value.		Quantity.	Value.	
		£.	s. d.		£.	s. d.		£.	s. d.
Ashes, pot	1173 tons, 1 cwt. 1 qr. 4 lb. at 30l.	35191	18 7½						
Ditto, pearl	736 14 1 2 at 40l.	29468	10 7						
Annetta	194 lbs.	33	19						
Apples				60 bls. at 5s.	15				
Axes									
Bricks									3000
Bran									
Chaises									
Chairs, riding									
Waggons									
Cortex, clutheria	16512 lbs. at 6d.	412	16						
Ditto, winteranus	2225 lbs. at 6d.	55	12 6						
Candles, spermaceti	4865 lbs. at 1s. 3d.	304	1 3	450 lbs.	28	2 4	4167 lbs. at 1s. 3d.	885	8 3
Ditto, tallow							1630 at 5d.	33	19 2
Ditto, wax									
Coals, American, from North Hampshire									
Cyder and beer									
Callorium	7465 lbs. at 4s. 6d.	1679	12 6						
Capillaire	73 hds.	219							
Chocolate							10 lbs. at 9d.	1	17 6
Cordage, American									50 lbs.
Earthen ware									
Fish, dried	22086 quintals, at 12s.	13251	12	450 at 12s.	270		131386 quintals, at 12s.	258331	12
Ditto, pickled	123 barrels, at 15s.	92	5	25 barrels, at 15s.	18	15	107 ½ barrels, at 15s.	230	12 6
Flax seed	6780 ½ bushels, at 2s. 3d.	762	16 1	30508 ½ bushels, at 2s. 3d.	34321	16	449 ditto.	84	5 3
House furniture, chairs									
Cafes, drawers									
Desks							10. 9. at 2l. 10s.	22	10
Tables							10. 6. at 10s.	3	
Grain, viz. Corn				150 bushels, at 1s. 6d.	11	5	75221 bushels, at 1s. 6d.	13141	11 6
Oats							421 ditto, at 1s.	171	1
Wheat	11739 bushels, at 3s. 6d.	2056	6 6	14998 ½ bushels, at 3s. 6d.	26247	7	188561 ½ ditto, at 3s. 6d.	102998	4 4½
74604 lbs. at 4d.	1243	8							
Genfang									
Ground nuts (South Carolina)									
Grindstones									
Hemp	86 tons, 1 qr. 14 lb. at 1l. 10s.	129	11 3						
Ditto, cast	1080 lbs. at 9d.	40	10	4410 lbs.	165	7	3600 lbs. at 9d.	135	
Honey	2651 No. at 7s.	927	17						
Hides	62156 No. at 18s.	55	18 9	1600 No.	1	8			
Horns									
Hay	2102 tons, 6 cwt. 3 qrs. 14 lbs. at 15l.	31535	3 1	85 tons, 5 cwt. at 15l.	1273	15	17 tons, 12 cwt. at 2l.	95	4
Iron, bar							2	7 10	3 tons
Ditto, cast							3 qrs. 16 lb.	2	3 5
Ditto, pig	5747 tons, 4 cwt. at 5l.	28736		267 tons, 10 cwt.	1337	10			
Ditto, wrought									
Indigo	584593 lbs. at 4s. 6d.	131533	8 6						
Lamp black									
Lane, quick									
Leather, tanned									
Lley									
Whale	5202 tuns, 33 gallons, at 15l.	78031	19 3	22 tuns, 64 gallons	333	16	268 bushels, at 2s. 4d.	32	5 4
Ditto, lined	165 gallons, at 4s. 6d.	37	2 6				174 tuns, 207 gallons	2622	6 7
Ditto, copper	40 tons, 13 cwt. at 21l.	853	13						
Ditto, lead	6 12	82	10						
Wifions, viz. Bread and flour	162 16 at 11l.	2890	16	3583 tons, 2 cwt. 1 lb.	39414	4	18501 tons, 10 cwt. 1 qr.	203516	12 9
Beef and pork							244 ½ at 2l. 2s. 6d.	519	11 3
Butter									71 tons, 438 ½ bu 300 lbs.
Cheese									
Hams	57 bushels, at 5l.	171		38 bls.	114				
Meal									
Potatoes									
Rice, New England	600 gallons, at 1s. 3d.	37	10	7931 gallons	495	13	45310 gallons	2831	17 6
Rice	195 barrels, at 1l. 5s.	243	15						292966
Rice	42600 No. at 18s.	36	6 9				3000 reeds	2	14
Rice	74073 barrels, at 2l. 5s.	166661	5				36296 ½ barrels	81667	2 6
Ditto, duty paid									117 bls.
Rough rice									
Sugar, loaf, American,	73 tons, 19 cwt. 1 qr. at 28l.	2070	19				500 lbs. at 7 ½ d.	18	15
Sassafras	980 lbs. at 1s. 6d.	73	10				2 tons, 10 cwt.	70	
Snake root	541 lbs. 9 oz. at 1l.	541	11 3						1500 lbs 84 ditto
Silk, raw	47 ½ dozen, at 2l. 14s.	128	5						
Soy									
Soap							550 lbs. at 6d.	13	15
Sago powder	34 barrels, and 4078 lbs. at 3s. 6d.	1903	13						1000 lbs.
Stones, sawed									
Starch							4000 lbs. at 6d.	100	
Shoes, American									
		527549	8 10½		104053	2		668038	18 10½

U M B E R V.

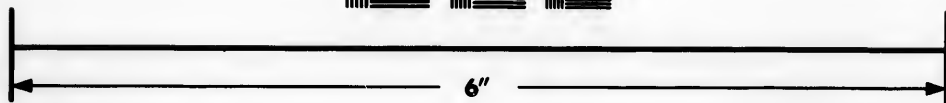
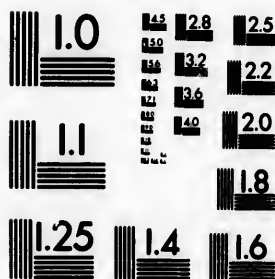
produce exported from the several Provinces of North America, the Islands of Newfoundland, Bahama and Bermuda, between the 5th Day of and the 5th of January, 1771.

ARTS OF EUROPE.			AFRICA.		BRITISH AND FOREIGN WEST INDIES.			TOTAL OF EXPORTS FROM NORTH AMERICA.		
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.		
£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.		
							1173 tons, 1 cwt. 1 qr. 4 lb.	35191 18 7½		
							736 14 1 2	29458 10 7.		
							194	33 19		
							143	35 15		
							2033 No.	304 19		
							1158615	959 7 11		
							110	4 2 6		
							880	880		
							480	480		
							610	610		
							16512	412 16		
							9043	226 1 6		
							379012	23688 4 6		
							59420 lbs.	1237 18 4		
							320	16		
							20 chaldrons	25		
							2143 barrels	535 15		
							7465 lbs.	1679 12 6		
							73 hhd.	219		
							660 lbs.	24 15		
							2 tons, 10 cwt.	75		
							27 hhd. 166 bushels	200		
							66000 ½	375393 17		
							30068 ½	22551 7 6		
							312612 ½	35168 18 ½		
							1340 No.	670		
							12 No.	30		
							336	840		
							208	104		
							578349 ½	43376 4 3		
							24859	1242 19		
							851240 ½	131467 10 ½		
							74604	1243 8		
							234	35 2		
							144	36		
							86 cwt. 1 qr. 14 lbs.	129 11 3		
							11076 lbs.	415 7		
							2661	931 7		
							63756	57 7 6		
							52 tons, 19 cwt.	105 18		
							2464 1 17 lbs.	36560 17 2		
							2 3 2 qrs. 16 lbs.	32 13 11		
							6017 14	30088 10		
							8 7 1 12	167 7 1		
							584672	137552 2		
							383 barrels	14 7 3		
							6391	479 6 6		
							15324 lbs.	383 2		
							268 bushels	32		
							5667 tons, 130 ½ gallons	85012 15 9		
							8 152 ½	487 18 3		
							40 tons, 13 cwt.	853 13		
							6 12	82 10		
							4568 tons, 9 cwt. 2 qrs. 16 lbs.	524553 6 1		
							2870 7 3 and 683 barrels.	66035 1 10 ½		
							167613 lbs.	341 18 9		
							55997 ditto	933 5 8		
							95	285		
							4430	443		
							3382	126 16 6		
							349281	21836		
							223 barrels	278 15		
							45000	39		
							149453	330209 5		
							1976 barrels, containing 9006 cwt. 22 lbs.	4423 10		
							8200 ½ bushels	615 9		
							10648	332 15		
							76 tons, 10 cwt.	2142		
							1010	75 15		
							541 lbs. 19 oz.	541 11 3		
							58 dozen	156 12		
							86585	2164 12 6		
							4942 lbs. 34 barrels	2051 14		
							74597 No.	929 19 3		
							22359	558 19 0		
							3149 pairs	393 12 6		
								944833 1 ½		
668038 18 10½		20947 6 3		520298 8 11½						





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
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1.8
1.9
2.0
2.2
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2.8
3.2
3.6
4.0

10
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19
20

Sheep and hogs	31434 1/2 lbs. at 2s.	31434 15	18 1/2 lbs.	18 10		
Wine, viz. Deer, drest	485275 ditto, at 1s. 1d.	485275 14 7				
Ditto, raw						
Calf						
Seal						
Tobacco	84997 hogheads, 2 1/2 d. and 2 1/2 d. per lb.	90498 14				
Serpentine oil	11 barrels, at 2l. 10s.	27 10				
Tallow and lard	800 lbs. at 5d.	16 13 4				
Portoise shell	593 ditto	29 13				
Turtle (from Bahama)	10700 ditto, at 5d.	222 18 4				
Wax, bees	62794 ditto, at 1s.	3139 14	10980 lbs.	549	50529 lbs.	2526 9
Whale fins	112971 ditto, at 2s. 6d.	19121				
Walnut, black	68 tons, 22 feet, and 1004 square feet, at 30s. 60s. m.	105 13 11	6 tons	9		
Lumber, boards, &c. pine	4939506 feet, at 26s. m.	6421 7 1	72080 feet	94 17 5	461578 feet	600 1
Ditto oak	1041337 ditto, at 2l. 10s.	2603 7 6	256761 ditto	641 18	24500 lbs.	61 5
Clap boards	1500 ditto, at 2l. m.	9				
Cedar boards	31176 ditto, at 3l.	93 10 6				
Wood, fire						
Pilocks						
Boats						
Booms						
Hoops	18912 No. at 2l. 5s.	42 11			7072 No.	15 18
Ditto, trufs						
Handspikes	4451 No. at 4 1/2 d.	83 4 1				
House frames						
Wood	430 1/2 cords, at 16s.	344 8				
Planks	18000 No. at 7s.	6 6				
Planks, cedar	No. 8, at 8d.	5 4				
Planks	97953 feet, at 6l. 5s.	612 4 2				
Planks and heading	4921020 ditto, 3l.	14763 1 2	2828762 feet	8486 3 8	1680463	5041 4
Planks	18000 ditto, at 8s.	7 4			32000	12 16
Oak hogheads	567 No. at 4s.	53 8			549 No. at 2s. 6d.	68 12
Pumps					14 ditto	2 16
Annells	45900 No. at 15s.	34 8 6	4300 No.	3 4 6		
Lumber, pine	10582 tons, 2 feet, at 8s.	4732 16 5	50 tons	20	64 1/2 tons	25 16
Ditto, oak	3710 28 at 18s.	3339 12 7	5 feet	9 2 3	10 3 feet	9 1
Ditto, maple	686 36 at 18s.	618 4 2				
Ditto, wheel	464 pairs, at 4d.	7 14 8	11219 pairs, 100 fets	193 13		
Ditto, cedar	196 tons, 5 feet, at 1l. 5s.	245 3 1				
Shocks	21600 No. at 4d.	30				
Wine, value		9148 14 9				
		1686654 4 6		114078 13 6		685920 6
Wine	34725 lbs. 1s.	1736 5				
Wine	1000 ditto, 6d.	25	4650 lbs.	116 5	19184 lbs. at 6d.	479 12
Wine	1 ton, 17 cwt. at 4l. 10s.	8 6 6				
Wine						
Wine	957 tons, 11 cwt. 1 qr. 4l. 10s.	4309 7 1/2				
Wine	36 cwt. 2 qr. 14 lb. at 16s.	29 6			40 cwt. 20 lb. at 16s.	32 2
Wine	No. 236, and 2786 lbs. at 3s.	2187 18				
Wine	2805 tons, 3 cwt. 2 qr. at 4l. 10s.	12623 5 9			674 tons, 16 cwt. 1 qr.	3036 13
Wine	365 14 1 at 4l. 10s.	1645 19 1	6 cwt.	1 7	3 tons	13 10
Wine						
Wine	887 tons, 6 feet, and 985853 square feet, at 3d.	17646 1 3	187 tons, 10 ft. & 157697 1/2 ft.	3094 14 3	2100 feet, at 3d.	26 5
Wine	No. 20, at 10s.	10	5 fets	2 10		
Wine						
Wine	8508 lbs. at 6d.	212 14			2522 lbs.	63 1
Wine	36632 gallons, at 2s. 3d.	4121 2	10704 gallons	1204 4	9251 gallons, 2s. 3d.	10 14
Wine	1712 cwt. 2 qr. 18 lb. 1l. 8s.	2397 14 6				
Wine						
Wine	135929 lbs. 2s. 3d.	15292 3			396 tons, 2 cwt. at 35s.	693 17
Wine	49 tons, 61 1/2 gallons, at 60l.	2954 12 10	4 tons, 165 gallons	279 5 7	5387 lbs. 2s. 3d.	606
Wine	146 tons, 18 cwt. 4l. 10s.	661 1				
		65860 6 9 1/2		4698 5 10		5991 17
		1753514 11 3 1/2		118776 19 4 1/2		691912 3



Shortt Library

wards in the
th of January

OUT

Tonnage.	British and West	
	Topfalls.	Sloops.
998	5	
915	1	
780	1	
185	91	100
119	92	27
55	69	12
80	38	22
18	47	14
-	-	20
95	156	110
37	26	69
82	72	12
55	30	139
11	37	144
10	28	71
-	-	4
-	4	8
-	-	12
-	4	94
21	701	1681

r, 1771,

H O M A

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wards in the several Provinces in North America, and
th of January, 1771.

O U T W A R D S.

ts of frica.	British and foreign West Indies.			Continent of America, Bahama, &c.			Totals.		
	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.
998	5	3	585	8	10	905	127	31	10831
015	1	4	245	5	17	1335	28	22	4125
80	1	7	350	6	152	5950	31	161	9399
185	91	100	12419	15	118	5678	124	221	20192
119	92	278	20957	49	738	30128	282	1052	70284
55	69	124	6779	24	417	12172	117	552	20661
80	38	224	9923	9	399	9734	54	625	20263
18	47	142	7005	38	250	9273	188	424	26653
—	—	26	648	2	21	533	2	47	1201
95	156	116	14839	57	287	15421	413	407	49654
37	26	65	5118	17	103	5052	223	172	33474
32	72	124	10096	10	178	6278	298	306	45179
55	30	155	6893	4	239	6549	99	386	21490
01	37	144	8194	15	156	5089	190	302	32031
10	28	71	5179	8	45	1645	68	119	10604
	—	4	120	3	44	1274	4	48	1476
	4	8	445	3	22	680	10	31	1635
	—	12	226	3	60	1201	9	75	2079
	4	94	2527	—	60	1638	4	154	4165
21	701	1681	112548	276	3319	120615	2271	5135	385446

r, 1771,

HOMAS IRVING,

Exports of North America, and Register of Shipping.

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AN ACCOUNT of the Number of Vessels, with their Tonnage, which have entered Inward
the Islands thereunto belonging, between the 5th of January

I N W A R D S.

Great Britain and Ireland.			Southern Parts of Europe & Africa.			British and foreign West Indies.			Continent of America, Bahama, &c.			Totals.		
Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.
90	12	7136	29	1	2892	2	2	185	25	35	3124	146	50	13337
20	—	2570	1	—	60	1	4	215	6	15	1275	28	19	4120
20	—	2465	3	—	515	—	8	335	4	123	5048	27	131	8363
7	1	1200	—	—	—	66	100	10300	11	97	3862	84	198	15362
105	10	13916	49	31	6213	83	276	19917	37	656	25225	274	973	65271
5	2	400	1	2	101	73	123	7121	16	394	11045	95	521	18667
2	1	210	—	—	—	39	180	8656	10	415	10357	51	596	19223
57	1	5722	34	14	3354	57	169	8695	21	247	7768	169	431	25539
—	—	—	2	1	140	—	17	365	—	23	513	2	41	1018
76	—	7917	162	4	15010	133	115	15883	27	287	12091	398	306	50901
101	—	13693	46	2	5005	35	56	5093	23	121	6686	205	179	30477
151	—	21236	40	5	4403	75	111	9547	30	201	9617	296	317	44803
49	1	6202	4	2	440	30	104	5930	11	272	8391	94	379	20963
70	—	10163	18	2	2256	67	132	10588	31	172	6797	186	306	29504
19	—	2275	7	1	795	31	54	4618	8	65	2226	65	120	9914
2	—	120	1	1	107	—	2	70	—	44	1019	3	47	1316
3	1	365	—	1	70	1	6	150	5	19	749	9	27	1334
1	2	100	1	—	75	—	17	282	4	56	1369	6	75	1826
2	2	230	—	1	35	1	43	1172	1	57	1725	4	103	3162
780	33	95920	398	68	41471	694	1519	108802	270	3299	118887	2142	4919	365100

Newfoundland
Canada - -
Nova Scotia -
New Hampshire
Massachusetts -
Rhode Island -
Connecticut -
New York -
Jersey - -
Pennsylvania -
Maryland - -
Virginia - -
North Carolina
South Carolina
Georgia - -
East Florida -
West Florida -
Bahama - -
Berinuda - -

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NUMBER VII.

which have entered Inwards and cleared Outwards in the several Provinces in North America, and on the 5th of January, 1770, and the 5th of January, 1771.

OUTWARDS.

Tonnage	Great Britain and Ireland.			Southern Parts of Europe and Africa.			British and foreign West Indies.			Continent of America, Bahama, &c.			Totals.		
	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.
337	31	13	2283	83	5	6998	5	3	585	8	10	965	127	31	10831
120	13	1	1630	0	—	915	1	4	245	5	17	1335	28	22	4125
363	16	—	2319	8	—	780	1	7	350	6	152	5950	31	161	9399
362	16	1	1910	2	2	185	91	100	12419	15	118	5678	124	221	20192
271	98	5	13778	43	31	5419	92	278	20957	49	738	30128	282	1052	70284
667	14	2	955	10	9	755	69	124	6779	24	417	12172	117	552	20661
223	5	1	426	2	1	180	38	224	9923	9	399	9734	54	625	20263
539	74	1	7357	29	31	3018	47	142	7005	38	250	9273	188	424	26653
1018	—	—	—	—	—	—	—	26	648	2	21	533	2	47	1201
901	74	—	7999	126	4	11395	156	116	14839	57	287	15421	413	407	49654
477	133	—	17967	47	4	5337	26	65	5118	17	103	5052	223	172	33474
4803	183	—	25123	33	4	3682	72	124	10096	10	178	6278	298	306	45179
963	60	5	7393	5	7	655	30	135	6893	4	239	6549	99	386	21490
9504	86	1	12457	52	1	6291	37	144	8194	15	156	5089	190	302	32031
9914	29	—	3460	3	—	320	28	71	5179	8	43	1645	68	119	10604
1316	1	—	82	—	—	—	—	4	120	3	44	1274	4	48	1476
1334	3	1	560	—	—	—	4	8	445	3	22	680	10	31	1635
1826	6	3	652	—	—	—	—	12	226	3	60	1201	9	75	2079
3162	—	—	—	—	—	—	4	94	2527	—	60	1638	4	154	4165
5100	842	34	106351	452	101	15932	701	1681	112548	276	3319	120615	2271	5135	385446

Custom House, Boston, 1st of October, 1771,

THOMAS IRVING,

Inspector General of the Imports and Exports of North America, and Register of Shipping.

Freight, at 3s. Sterl. a Quintal, 1114000 Quint. 172350 0

Whole Value - - £ 949192 10

which agrees with the general
Calculation, which supposes
it one Million.

No. VIII.

A COMPUTATION of the FRENCH FISHERY, as it was managed before the War in 1744, from the Gut of Canfo to Louidburgh, and thence to the North-east Part of Cape Breton.

Transmitted by Gov. SHIRLEY in July, 1745.

500 Shallops, - - -	required each	5 Men	- - -	2500	Men.
60 Brigs, Sloops, &c. -	_____	15 Do.	- - -	900	
				<u>3400</u>	
500 Shallops, catched each	-	300 Quintals of Fish,	- - -	150000	Quintals.
60 Brigs, &c. - - -	-	600 Do. - - -	- - -	<u>30000</u>	
				<u>180000</u>	
114000 Quintals of Fish, at 10s. Sterling,				574500	0
3116½ Tons of Oil, - - 18l. a Ton,				<u>56092</u>	10
Produce of one Year's Fishery - - -	-	-	-	630592	10
Mud Fish moreover, at gd. each, in France				146250	0
Freight, at 3s. Sterl. a Quintal, 1114000 Quint.				<u>172350</u>	0
Whole Value - -	£	949192	10		

which agrees with the general Calculation, which supposes it one Million.

Cape Breton	-	-	-	93	-	3260	-	186000
Other Ports to the Northward of	}	300	-	18000	-	900000		
Newfoundland, from France								
		414	-	24520	-	1149000		

M U D F I S H E R Y.

Ships.

Soudre	-	-	-	40
Olunc and Goileux	-	-	-	60
Havre de Grace	-	-	-	10
St. Malo	-	-	-	20
Other Ports	-	-	-	20

Which added to the former 150 Ships, 20 Men each, 3000, who catch 3900000 Fish.
 414 Ships, - - - - 24500

564
 27500 Men.

O I L.

Every Hundred Quintals makes one Hoghead } 11490 Hhds.
 of Oil; hence 186000 Quintals will produce
 4000 Fish, equal to 100 Quintals; hence }
 3900000 Mud Fish, = to - - - - 975

22465 Hhds. which are equal to 3116¼ Tons.

V A L U A T I O N.

1149000 Quintals of Fish, at 10s. Sterling,	574500	0
3116¼ Tons of Oil, - - 18l. a Ton,	56092	10

Produce of one Year's Fishery	-	-	-	630592	10
Mud Fish moreover, at 9d. each, in France	146250	0			
Fright, at 3s. Sterl. a Quintal, 1114000 Quint.	172350	0			

Whole Value - - £ 949192 10 which agrees with the general Calculation, which supposes

No. VIII.

A COMPUTATION of the FRENCH FISHERY, as it was managed before the War in 1744, from the Gut of Canfo to Loubibourgh, and thence to the North-east Part of Cape Breton.

Transmitted by Gov. SHIRLEY in July, 1745.

500 Shallops,	- - - -	required each	5 Men	- - - -	2500
60 Brigs, Sloops, &c.	- - - -	_____	15 Do.	- - - -	900
					3400
500 Shallops, catch'd each	-	300 Quintals of Fish,	- - - -	150000	
60 Brigs, &c.	- - - -	600 Do.	- - - -	36000	
					186000

To carry these to Market, required 93 Ships, carrying each 2000 Quintals, navigated each by 20 Seamen, which added to 3400 Fishermen, makes, at Cape Breton, 5260 Men.
 At G A S P A Y, came from F R A N C E annually, Six Ships, at Sixty Men each.

	Ships.	Men.	Quintals.	
Gaspay, - - - - -	6	360	18000	
Newfoundland	} Quadre - - - - -	6	360	
Harbours.		Port au Buifque - - - - -	360	18000
		Trois Isles - - - - -	180	9000
Cape Breton - - - - -	93	5260	186000	
Other Ports to the Northward of } Newfoundland, from France	300	18000	900000	

	414	24520	1149000	

M U D F I S H E R Y.

Ships.

Soudre - - - - - 40
 Olune and Goileux 60

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The
of

Average
from 17
to 17

from 17
to 17

from 17
to 173

from 17
to 174

from 17
to 17

from 17
to 17

from 17
to 17

from 17
to 17

No. IX.

The following are the IMPORTS and EXPORTS
of ENGLAND, to and from ALL PARTS.

	Total Imports from all Parts.	Total Exports to all Parts.	Balance in our Fa- vour, or Excess of Exports.
	£. s. d.	£. s. d.	£. s. d.
Average from 1700 to 1710.	4557894 11 2½	6512095 15 11¼	1954201 4 9½
from 1710 to 1720.	5288571 13 7½	7767307 11 11	2478735 18 3¼
from 1720 to 1730.	6950811 3 2½	10230870 11 9	3180059 8 6¼
from 1730 to 1740.	7570598 2 0½	11338961 8 3¼	3768363 6 3
from 1740 to 1750.	7396609 11 1½	12399055 15 2½	5002446 4 0½
from 1750 to 1760.	8570989 9 8	13829953 13 1	5258964 3 5
from 1760 to 1770.	11088711 7 6½	14841548 12 9	3752837 5 2½
from 1770 to 1780.	11760655 10 4½	13913236 5 6	2152580 15 1½

IMPORTS FROM

EXPORTS TO

I R E L A N D.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	290429 5 11½	288809 10 8½
from 1710 to 1720.	362121 19 5¼	348551 3 0¼
from 1720 to 1730.	328086 1 6½	489547 8 3¼
from 1730 to 1740.	377588 18 0	667505 10 10½
from 1740 to 1750.	612000 16 2¼	872259 17 2
from 1750 to 1760.	734548 19 11½	1068983 16 0½
from 1760 to 1770.	1032436 12 9½	1818595 6 2
from 1770 to 1780.	1412130 5 0¼	1897001 11 7½

IMPORTS FROM EXPORTS TO
 GUERNSEY, JERSEY, and ALDERNEY.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	28749 0 8½	11490 8 4¼
from 1710 to 1720.	22577 0 8	38531 14 5
from 1720 to 1730.	20336 19 9	17548 7 9½
from 1730 to 1740.	19855 5 3	77200 0 3
from 1740 to 1750.	52628 12 3	24364 16 2¼
from 1750 to 1760.	58637 9 0¼	58834 9 10¼
from 1760 to 1770.	52584 17 6	42094 2 7½
from 1770 to 1780.	58441 8 3½	61806 1 11½

IMPORTS FROM EXPORTS TO
H O L L A N D.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	588357 0 5½	2146519 9 2
from 1710 to 1720.	538021 18 6	2020172 18 10¼
from 1720 to 1730.	571430 18 10	1985979 6 9½
from 1730 to 1740.	495495 13 9½	1867142 18 11½
from 1740 to 1750.	436485 18 0½	2404559 14 0½
from 1750 to 1760.	352420 18 0¼	1692594 1 10¼
from 1760 to 1770.	444981 19 3¼	1864362 8 10¼
from 1770 to 1780.	475166 12 8¼	1553143 18 11½

IMPORTS FROM EXPORTS TO
F L A N D E R S.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	9888 18 1 $\frac{1}{4}$	81534 3 7 $\frac{1}{2}$
from 1710 to 1720.	25017 0 0 $\frac{3}{4}$	258958 7 1 $\frac{3}{4}$
from 1720 to 1730.	77937 7 0	214921 13 3
from 1730 to 1740.	158923 4 4 $\frac{1}{2}$	290348 6 11 $\frac{1}{2}$
from 1740 to 1750.	121518 19 2 $\frac{1}{2}$	286600 2 4
from 1750 to 1760.	50706 12 8 $\frac{1}{4}$	382024 0 3 $\frac{1}{2}$
from 1760 to 1770.	116057 1 2 $\frac{1}{2}$	506296 8 6 $\frac{1}{2}$
from 1770 to 1780.	226041 15 5 $\frac{1}{2}$	1019097 2 6 $\frac{1}{2}$

IMPORTS FROM EXPORTS TO
G E R M A N Y.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	604982 16 7 $\frac{3}{4}$	971434 9 11 $\frac{1}{4}$
from 1710 to 1720.	612427 6 10 $\frac{1}{4}$	888781 13 7 $\frac{1}{2}$
from 1720 to 1730.	680612 1 5	1086721 0 6
from 1730 to 1740.	737540 18 6	1111174 16 0 $\frac{1}{2}$
from 1740 to 1750.	704209 3 4 $\frac{1}{4}$	1481633 18 7 $\frac{1}{2}$
from 1750 to 1760.	701129 18 7 $\frac{1}{4}$	1338733 7 0 $\frac{1}{4}$
from 1760 to 1770.	682122 0 4 $\frac{1}{4}$	1863416 17 1 $\frac{1}{4}$
from 1770 to 1780.	657545 9 1 $\frac{1}{4}$	1340639 4 8

IMPORTS FROM EXPORTS TO
R U S S I A.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	123752 3 8 $\frac{1}{2}$	132380 6 9
from 1710 to 1720.	181587 9 7 $\frac{1}{2}$	87705 13 7 $\frac{1}{2}$
from 1720 to 1730.	191124 8 8	42565 2 6 $\frac{1}{2}$
from 1730 to 1740.	282834 13 2 $\frac{1}{4}$	48618 9 3
from 1740 to 1750.	341468 12 0 $\frac{1}{4}$	86425 7 3
from 1750 to 1760.	526504 16 1 $\frac{1}{4}$	71099 12 7 $\frac{1}{2}$
from 1760 to 1770.	660279 4 10	100021 9 5 $\frac{1}{2}$
from 1770 to 1780.	1084539 17 4	206813 2 0 $\frac{1}{2}$

IMPORTS FROM EXPORTS TO
S W E D E N.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	188595 7 10	55538 11 2½
from 1710 to 1720.	131516 13 9½	35398 17 5½
from 1720 to 1730.	167493 2 10½	35295 6 9
from 1730 to 1740.	198069 15 9½	24131 7 5½
from 1740 to 1750.	183789 3 10½	32570 18 1
from 1750 to 1760.	201545 14 6½	18190 15 4½
from 1760 to 1770.	210415 15 2½	40235 13 6½
from 1770 to 1780.	200967 5 8	77679 11 8

IMPORTS FROM EXPORTS TO
DENMARK AND NORWAY.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	74716 3 3	43374 9 11½
from 1710 to 1720.	86310 5 0½	79667 1 3
from 1720 to 1730.	100249 3 9¼	71480 1 6¾
from 1730 to 1740.	92750 2 1¼	60060 12 8½
from 1740 to 1750.	91439 5 9½	75746 3 1¼
from 1750 to 1760.	79321 7 7¾	81279 19 10¼
from 1760 to 1770.	80815 7 2¾	149926 3 10
from 1770 to 1780.	92004 8 8¾	179588 8 1

IMPORTS FROM EXPORTS TO
GREENLAND.

Average from 1700 to 1710.	<i>£. s. d.</i> 17 16 7	<i>£. s. d.</i> — — —
from 1710 to 1720.	— — —	— — —
from 1720 to 1730.	426 5 6½	93 0 0½
from 1730 to 1740.	2513 1 9¼	44 1 4½
from 1740 to 1750.	1409 17 1¼	— — —
from 1750 to 1760.	17225 17 3	203 14 10
from 1760 to 1770.	11287 7 9¼	28 15 5
from 1770 to 1780.	31692 11 9	67 14 11

IMPORTS FROM EXPORTS TO
EAST COUNTRY, OR BALTICK:
VIZ. DANZICK, RIGA, &c.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	139835 9 5 $\frac{1}{4}$	115208 3 7
from 1710 to 1720.	126457 8 2 $\frac{1}{2}$	75225 6 5 $\frac{1}{4}$
from 1720 to 1730.	197828 7 6	119596 1 11
from 1730 to 1740.	211826 18 0 $\frac{1}{4}$	125107 1 5
from 1740 to 1750.	249854 4 1 $\frac{3}{4}$	151767 1 5
from 1750 to 1760.	255513 13 8 $\frac{1}{4}$	162573 12 1 $\frac{1}{4}$
from 1760 to 1770.	191322 4 10	193243 7 10
from 1770 to 1780.	275849 10 4	75071 0 11 $\frac{1}{4}$

IMPORTS FROM EXPORTS TO
F R A N C E.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	19941 3 0	29508 1 11½
from 1710 to 1720.	48186 9 11½	136492 12 9
from 1720 to 1730.	46453 0 10½	217520 11 5
from 1730 to 1740.	64294 10 10½	303165 12 8½
from 1740 to 1750.	38373 8 11½	260913 2 1½
from 1750 to 1760.	30704 16 0	285971 2 2½
from 1760 to 1770.	87129 15 0	177943 6 9
from 1770 to 1780.	45572 17 4½	153432 12 2

IMPORTS FROM EXPORTS TO
SPAIN AND CANARIES.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	225090 6 2	221157 7 1½
from 1710 to 1720.	351727 1 0½	445505 18 8½
from 1720 to 1730.	460129 13 10	625246 7 10½
from 1730 to 1740.	477639 1 7½	768904 7 4
from 1740 to 1750.	158941 19 8	369726 5 0
from 1750 to 1760.	413065 11 6½	1195854 11 4
from 1760 to 1770.	501910 4 3½	1049796 12 3
from 1770 to 1780.	456597 16 6½	899595 13 7

IMPORTS FROM EXPORTS TO
PORTUGAL AND MADEIRA.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	243900 2 4½	646575 5 0
from 1710 to 1720.	304956 9 8	722156 16 0½
from 1720 to 1730.	376009 16 9½	906642 16 1½
from 1730 to 1740.	317260 14 1	1109231 17 10½
from 1740 to 1750.	380436 0 2	1137691 15 6½
from 1750 to 1760.	267656 19 11½	1223262 0 9½
from 1760 to 1770.	339906 19 19½	805728 9 2½
from 1770 to 1780.	375485 3 3	600019 10 0½

IMPORTS FROM EXPORTS TO
ITALY AND VENICE.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	248298 5 6½	173597 0 0
from 1710 to 1720.	405503 13 5½	212924 16 0½
from 1720 to 1730.	503859 18 4½	144293 6 3½
from 1730 to 1740.	464443 4 9½	150734 8 11½
from 1740 to 1750.	549704 14 6½	142781 18 6½
from 1750 to 1760.	583852 5 4½	276034 15 6½
from 1760 to 1770.	717948 1 4½	686045 4 9
from 1770 to 1780.	677903 1 7	772195 11 6½

IMPORTS FROM EXPORTS TO
S T R E I G H T S.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	3455 5 0	263615 4 10½
from 1710 to 1720.	23580 11 1½	391860 19 8½
from 1720 to 1730.	104589 9 10	503565 6 3½
from 1730 to 1740.	116517 14 4	701392 14 2½
from 1740 to 1750.	37831 14 10½	565463 4 6
from 1750 to 1760.	96769 10 5	539055 13 6½
from 1760 to 1770.	24866 4 9½	148655 9 9½
from 1770 to 1780.	3525 1 2½	82028 15 8½

IMPORTS FROM EXPORTS TO
T U R K E Y.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	252942 19 11½	184321 2 1½
from 1710 to 1720.	312218 19 8½	221836 8 7½
from 1720 to 1730.	291637 9 5½	206794 1 8
from 1730 to 1740.	201500 7 10½	177786 11 1
from 1740 to 1750.	164261 15 5½	119784 7 6½
from 1750 to 1760.	157380 0 2½	97516 14 4
from 1760 to 1770.	124429 0 1	74041 2 6½
from 1770 to 1780.	135842 1 5½	106804 18 10

IMPORTS FROM EXPORTS TO
A F R I C A.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	13790 11 01	82017 4 4½
from 1710 to 1720.	20647 2 9	32036 2 10
from 1720 to 1730.	40395 10 9½	193929 18 8
from 1730 to 1740.	52558 10 2½	184207 13 5
from 1740 to 1750.	21957 2 0½	154826 3 10
from 1750 to 1760.	37258 19 10½	221077 16 10
from 1760 to 1770.	46115 7 4½	493959 9 10
from 1770 to 1780.	68209 17 7½	508294 16 2

IMPORTS FROM EXPORTS TO
EAST INDIES.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	482670 1 6½	100283 1 10½
from 1710 to 1720.	738183 19 2½	93692 4 0
from 1720 to 1730.	961959 1 2	112477 12 6
from 1730 to 1740.	971506 15 10½	207979 16 6½
from 1740 to 1750.	976298 3 7½	488682 10 10½
from 1750 to 1760.	854793 1 10½	801657 7 8½
from 1760 to 1770.	1478158 8 5½	1038023 4 2
from 1770 to 1780.	1523273 18 8½	909033 7 2½

IMPORTS FROM EXPORTS TO
WEST INDIES.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	629127 14 8½	313038 18 10½
from 1710 to 1720.	909471 0 7	436752 19 11½
from 1720 to 1730.	1229075 11 2½	470076 15 10½
from 1730 to 1740.	1342122 7 2½	439467 5 10½
from 1740 to 1750.	1220443 1 6½	725664 16 11
from 1750 to 1760.	1779008 0 8	824026 12 9½
from 1760 to 1770.	273334 18 3	1133233 6 1½
from 1770 to 1780.	2943955 7 1	1279572 6 9

IMPORTS FROM EXPORTS TO
B E R M U D A.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	325 16 3½	653 9 10½
from 1710 to 1720.	700 15 6½	1014 15 6½
from 1720 to 1730.	3399 14 1¼	4233 4 7½
from 1730 to 1740.	634 18 5	558 15 7
from 1740 to 1750.	341 9 0½	3247 19 11
from 1750 to 1760.	1029 3 3½	9412 5 8½
from 1760 to 1770.	1986 2 5¼	11515 9 4½
from 1770 to 1780.	1882 10 9½	13024 18 8½

IMPORTS FROM EXPORTS TO
SPANISH WEST INDIES.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	— — —	— — —
from 1710 to 1720.	27112 2 6½	43240 12 7½
from 1720 to 1730.	38068 17 3½	108839 3 11½
from 1730 to 1740.	32601 5 7½	29292 19 11½
from 1740 to 1750.	251 18 3½	121 9 7½
from 1750 to 1760.	— — —	17 11 7
from 1760 to 1770.	25186 19 9	3682 11 10
from 1770 to 1780.	28004 0 8½	6226 15 8

IMPORTS FROM EXPORTS TO
ALL NORTH AMERICA.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	283729 7 0	277560 2 8½
from 1710 to 1720.	411908 0 10	375489 18 0½
from 1720 to 1730.	556270 4 8	487493 1 8
from 1730 to 1740.	719487 8 6½	690986 14 1½
from 1740 to 1750.	756219 12 1½	858326 18 4½
from 1750 to 1760.	848517 3 8	1676133 4 6½
from 1760 to 1770.	1138720 11 4	2091407 9 0½
from 1770 to 1780.	877442 15 10	2156479 2 3½

IMPORTS FROM EXPORTS TO
 THAT PART OF AMERICA NOW
 UNITED STATES.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	265783 0 10	267205 3 4
from 1710 to 1720.	392653 17 1½	365645 7 11½
from 1720 to 1730.	518830 16 6	471342 12 10½
from 1730 to 1740.	670128 16 0½	660136 11 1½
from 1740 to 1750.	708943 9 6½	812647 13 0½
from 1750 to 1760.	802691 6 10	1577419 16 2½
from 1760 to 1770.	1044591 17 0	1763409 10 3
from 1770 to 1780.	745360 10 10	1331206 1 5

NUMBER X.

An ACCOUNT of the Value of all Goods, Wares, and Merchandize, exported from, and imported into that Part of Great Britain called England, from Christmas, 1780, to Christmas, 1782, distinguishing each Year and Place.

	1781.						1782.					
	Value of Exports to			Value of Imports from			Value of Exports to			Value of Imports from		
	l.	s.	d.	l.	s.	d.	l.	s.	d.	l.	s.	d.
Africa	312822	7	10	36386	8	10	351734	18	5	68475	16	5
Canaries										1341	12	11
Denmark and Norway	172012	19	9	94635	1	10	164732	2	4	73038	9	2
East Country	86848	19	3	447845	8	6	130524	7	9	332738	7	2
East India	595131	18	2	2526339	2	2	1467844	10	11	626319	8	5
Flanders	1968383	11	3	1204860	4	5	2069983	7	1	1083092	6	5
France	873	12		1969	14	4	8153	11	2	4783	13	6
Germany	1000078	11	2	617185	6	5	1549745	11	8	524882	14	2
Greenland				28255	13	1	91	4	0	39536	1	2
Holland	313487	7	10	100048	18	11	90933	17	4	2485	12	7
Ireland	1769589	19	1	1433835	15	2	1715889	0	7	1348510	11	10
Isle of Man	19418	19	9	11204	17	10	28059	12	8	15644	9	6
Italy	262760	7	4	133645	18	0	488163	10	4	177696	8	8
Madeira	24000	9	10	2433	8	2	56256	13	2	3867	7	6
Portugal	523493	7	3	355723	3	0	687324	11	10	280654	14	6
Russia	137547	6	7	1206806	18	7	196577	9	10	1185844	14	4
Spain				114492	7	2				144541	12	5
Gibraltar	3550	5	6	994	2	4	4046	19	4	21	9	2
Streights	6165	10	0				9451	10	0	344	3	4
Sweden	62510	8	10	211414	19	11	56083	2	7	163219	7	11
Turky	1562	19	10	24180	2	6	4248	3	0	41325	10	7
Venice	17819	16	3	37935	12	3	42113	4	0	53540	16	4
North American Colonies												
Alderney	1733	14	1	7			2148	4	5	38	10	0
Guernsey	55077	8	8	80283	12	1	61693	19	1	56298	6	0
Jersey	18087	11	2	14335	15	1	23966	18	4	13347	14	9
Canada	422807	13	6	46547	17	11	490579	8	3	144291	7	10
Carolina	330847	2	10	94368	8	2	69742	15	8	14182	4	2
Florida	16446	9	1	30715	5	1	4707	0	12	30935	13	6
Georgia	14058	19	0	506	5	0	339	15	0	6804	1	10
Hudson's Bay	6228	3	5	14763	17	0	8188	8	11	6801	18	8
New England				2068	6	0						
Newfoundland	74091	4	3	51593	18	10	125388	16	5	68825	4	10
New Providence	1776	15	10	3553	16	2				1034	14	4
New York	502977	5	8	2904	18	5	186242	4	5	7690	3	2
Nova Scotia	32474	10	1	4023	19	6	71565	5	2	2943	5	10
Anguilla							5297	7	2	48239	18	6
Antigua	65223	11	2	152445	4	2	131438	9	2	231019	5	5
Barbadoes	152681	6	10	81177	13	11	201314	13	5	176999	2	5
Bermuda	2346	3	6	2673	14	9	16649	9	8	880	15	11
Jamaica	442695	5	2	869751	14	10	670669	7	7	1157121	0	11
Montserrat	14707	12	6	50402	10	8	428	14	10	47695	14	9
Nevis	22634	11	2	83513	8	2	4387	2	5	47386	16	9
West-India Islands												
St. Croix							850	0	0			
St. Eustatius	453	8	5	5159	17	1				7637	18	7
St. Kitt's	133312	15	0	385527	17	10	23304	17	8	248916	0	4
St. Lucia	89394	3	0	103565	19	0	139853	6	9	258141	16	11
St. Martin's	4127	15	3	28010	4	3	442	7	5	40580	16	1
St. Thomas	26606	12	11				222632	10	7	3952	10	5
Tobago	14442	17	10	29330	2	8	1893	5	10	4109	7	10
Tortola	33438	0	9	70960	0	10	92720	12	2	161388	1	2
Southern Fishery												
Demerara	4473	13	6	4151	0	0				94	5	0
New Orleans	98	17	4	20232	19	6				47913	1	4
							14318	3	1	4426	11	10
Prize Goods	9,762,622	9	5	10,831,062	10	4	11,692,660	12	4	5,011,599	16	9
	806,564	1	5	1,087,928	18	8	663,089	7	9	521,607	3	1
Grand Total	10,569,186	10	10	11,918,991	9	0	12,355,750	0	1	9,532,606	19	10

JOHN TOMKYNs, Assistant Inspector-General.

Custom-House, London, November 20, 1783.

W O M B

An ACCOUNT of the Value of all Goods, W
 imported into Great Britain, and
 exported out of Great Britain, from the Year 1783 to 1784.

UNIVERSITY LIBRARY		15 KATCHEWAN	
<i>Shoell Library</i>			
100	10	10	10
110	10	10	10
120	10	10	10
130	10	10	10
140	10	10	10
150	10	10	10
160	10	10	10
170	10	10	10
180	10	10	10
190	10	10	10
200	10	10	10
210	10	10	10
220	10	10	10
230	10	10	10
240	10	10	10
250	10	10	10
260	10	10	10
270	10	10	10
280	10	10	10
290	10	10	10
300	10	10	10

ROBERT MENZIES
 RICHARD GARDNER

} Acting Inspectors of Imports and Exports.

Custom-House, Edinburgh, November 24, 1783.

N U M B E R XI.

AN ACCOUNT of the Value of all Goods, Wares and Merchandize, exported from, and imported into Scotland, from Christmas 1780, to Christmas 1782, distinguishing each Year and Place.

From CHRISTMAS 1780, to CHRISTMAS 1781.		From CHRISTMAS 1781, to CHRISTMAS 1782.	
Value of Goods, &c. Exported.	Value of Goods, &c. Imported.	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.

Custom-House, Edinburgh, November 24, 1783.

ROBERT MENZIES
 RICHARD GARDNER }
 Acting Inspectors of Imports and Exports.

Flanders	- - - - -	50452	6	10	45803	19	4	65559	8	2	92300	4	2
Germany	- - - - -	26458	11	3	26659	2	6	19417	17	2	13636	15	8
Greenland	- - - - -	—	—	—	8291	13	3	—	—	—	1420	16	—
Guernsey	- - - - -	17285	5	—	5197	10	8	1782	—	2	5940	14	5
Holland	- - - - -	—	—	—	13563	8	5	—	—	—	6522	6	8
Iceland	- - - - -	—	—	—	465	1	3	—	—	—	37	10	—
Jersey	- - - - -	—	—	—	245	18	10	—	—	—	1230	6	8
Ireland	- - - - -	305167	11	11	195685	13	—	201182	19	10	149889	19	4
Isle of Man	- - - - -	1818	18	6	802	6	—	176	19	1	253	4	—
Italy	- - - - -	—	—	—	—	—	—	975	—	—	—	—	—
Poland	- - - - -	161	6	1	7389	19	—	43	11	—	12695	13	9
Portugal	- - - - -	678	14	9	14614	10	—	2800	15	10	8657	13	1
Prussia	- - - - -	82	5	4	9648	11	9	3325	2	2	14863	5	10
Ruffia	- - - - -	5915	5	—	209325	1	8	11165	8	8	203804	14	8
Sweden	- - - - -	4793	13	7	18793	7	11	7629	18	6	22698	12	—
Total		763109	9		803870	12	10	653708	13	10	809021	15	8

Custom-House, Edinburgh, November 24, 1783.

ROBERT MENZIES
RICHARD GARDNER

} Acting Inspectors of Imports and Exports.

N U M B E R X I.

AN ACCOUNT of the Value of all Goods, Wares and Merchandize, exported from, and imported into Scotland, from Christmas 1780, to Christmas 1782, distinguishing each Year and Place.

PLACES.	From CHRISTMAS 1780, to CHRISTMAS 1781.		From CHRISTMAS 1781, to CHRISTMAS 1782.	
	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.	Value of Goods, &c. Exported.	Value of Goods, &c. Imported.
America - - - - -	<i>£.</i> 183620 <i>s.</i> 10 <i>d.</i> 2	<i>£.</i> 46826 <i>s.</i> 19 <i>d.</i> 2	<i>£.</i> 73311 <i>s.</i> 4 <i>d.</i> 4	<i>£.</i> 110637 <i>s.</i> 10 <i>d.</i> 5
West Indies - - - - -	141220 9 6	169375 11 1	231762 17 10	132791 18 5
Denmark and Norway - - -	35011 11 1	28181 19	34575 11 5	31640 10 7
Flanders - - - - -	56452 6 10	45803 19 4	65559 8 2	92300 4 2
Germany - - - - -	26458 11 3	26659 2 6	19417 17 2	13636 15 8
Greenland - - - - -	—	8291 13 3	—	1420 16
Guernsey - - - - -	17285 5	5197 10 8	1782 2	5940 14 5
Holland - - - - -	—	13563 8 5	—	6522 6 8
Iceland - - - - -	—	465 1 3	—	37 10

No
No

No

No

A

ERRATA in the TABLES.

No I. line 1, near the end, read, from Christmas 1781 to 1782.

No. III. article tobacco, for the total of pounds weight, 1776,
read 16,521,412.

In the same article, for the pounds weight of the Not Prize
for 1778, read, 1,371,893.

For the total to the same, read, 2,058,175.

In the account of rice, indigo, &c. line 1, for imported
into, read, exported from Scotland, &c.

No. IV. For the quantity of wine of the Azores, imported from
the southern parts of Europe, read, 763 tons, 125½
gallons.

For the quantity of rum imported from the British and
foreign West Indies, read, 3,288,370 gallons.

No. IX. page 1, in the last article, viz. Average from 1770 to
1780, read,

Total imports.	Total exports.	Balance.
12160566 10 2	14238216 5 0	2077649 14 2

N. B. Prize goods imported and exported were before
omitted.

Page 20, line 2, read, British West Indies.

Average of 1760 to 1770, read, 2723334 18 3.

Appendix, page 278, after No. 15, read, No. 16, gives the ex-
ports and imports to and from England to Portugal,
for thirteen years, viz. from 1770 to 1782, both inclu-
five, distinguishing each year.



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