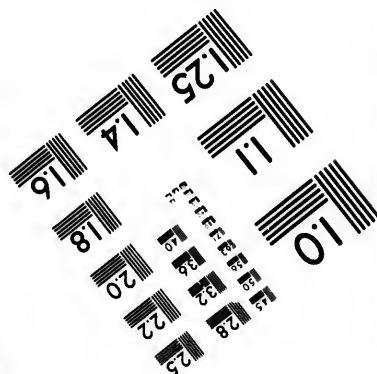
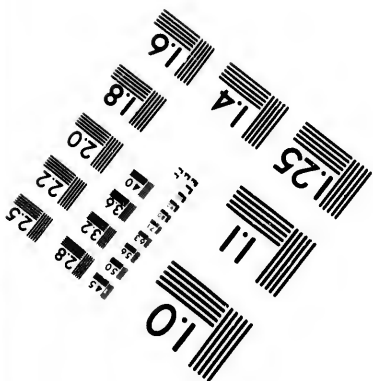
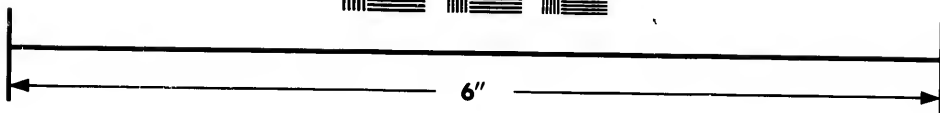
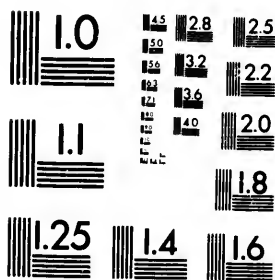


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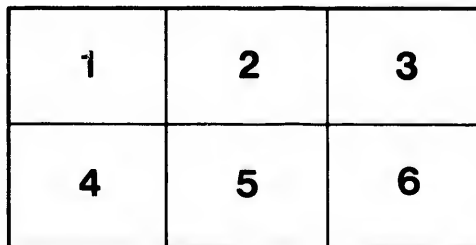
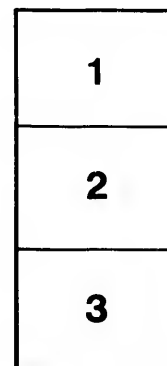
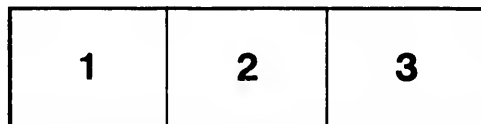
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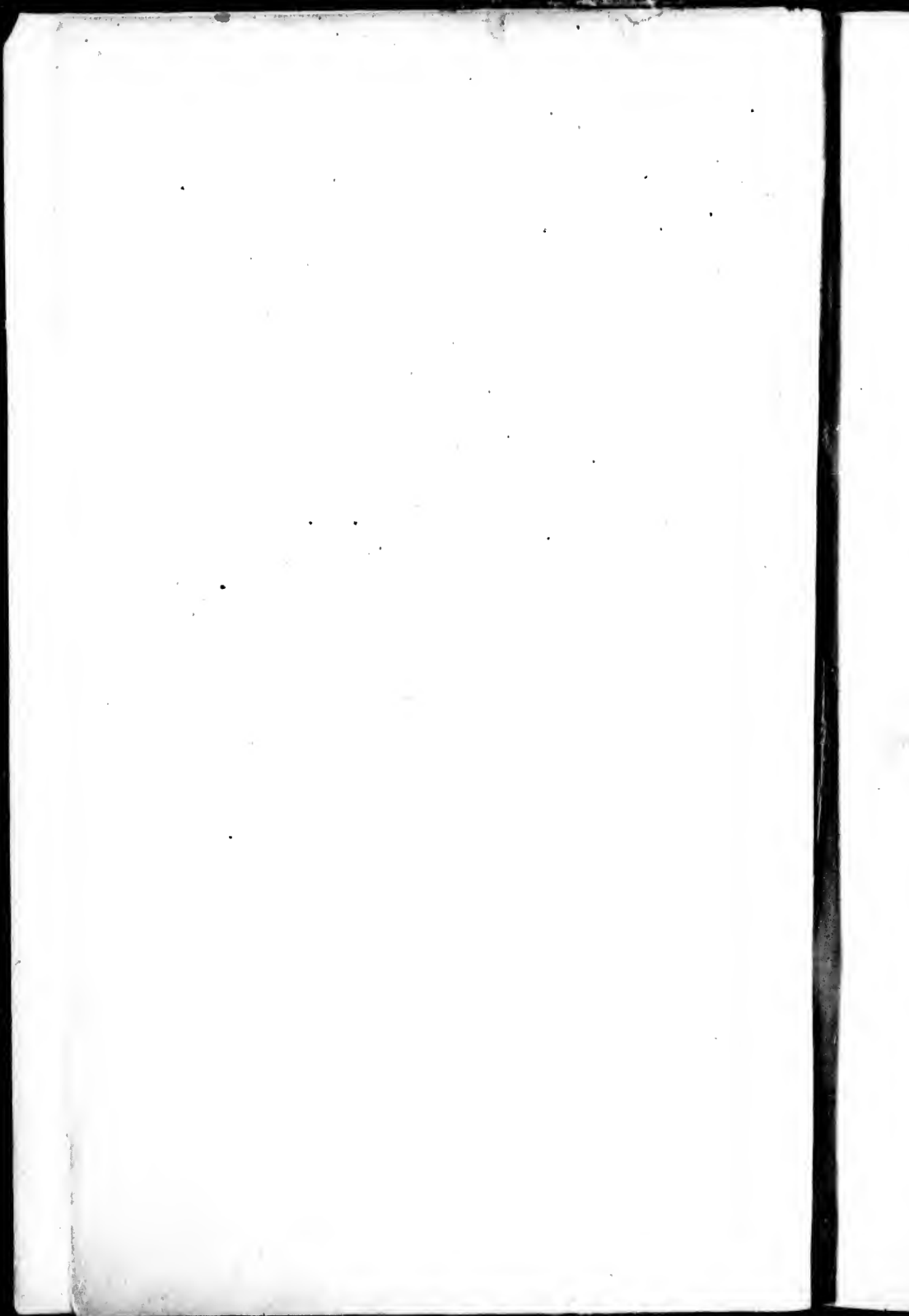
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*Christ. B. Macworth
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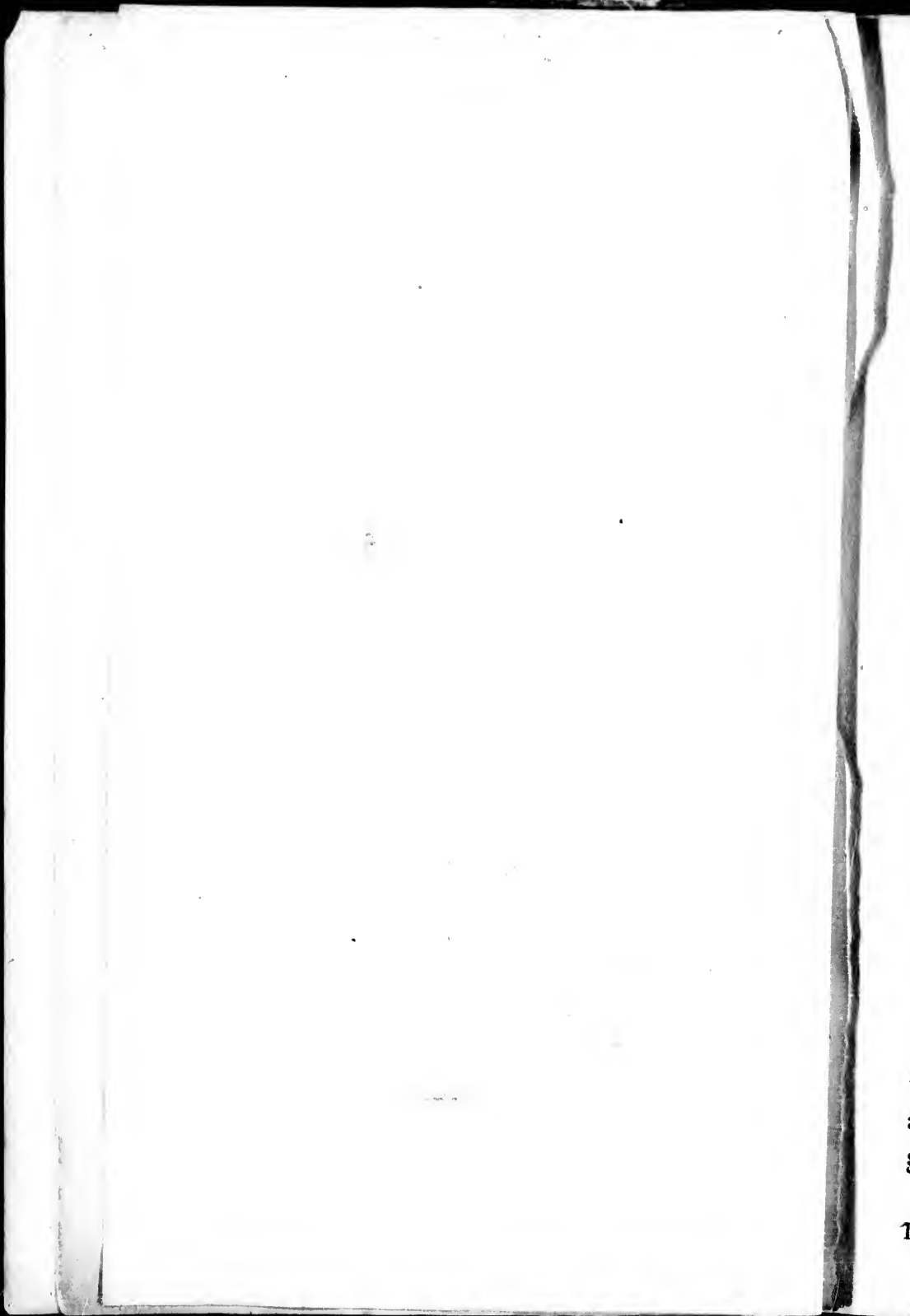
A P P E N D I X ,

Containing Tables of the Imports and Exports of Great Britain to and from all Parts, from 1700 to 1782. Also, the Exports of America, &c. With Remarks on those Tables, on British Navigation, and on the late Proclamations, &c.

D U B L I N :

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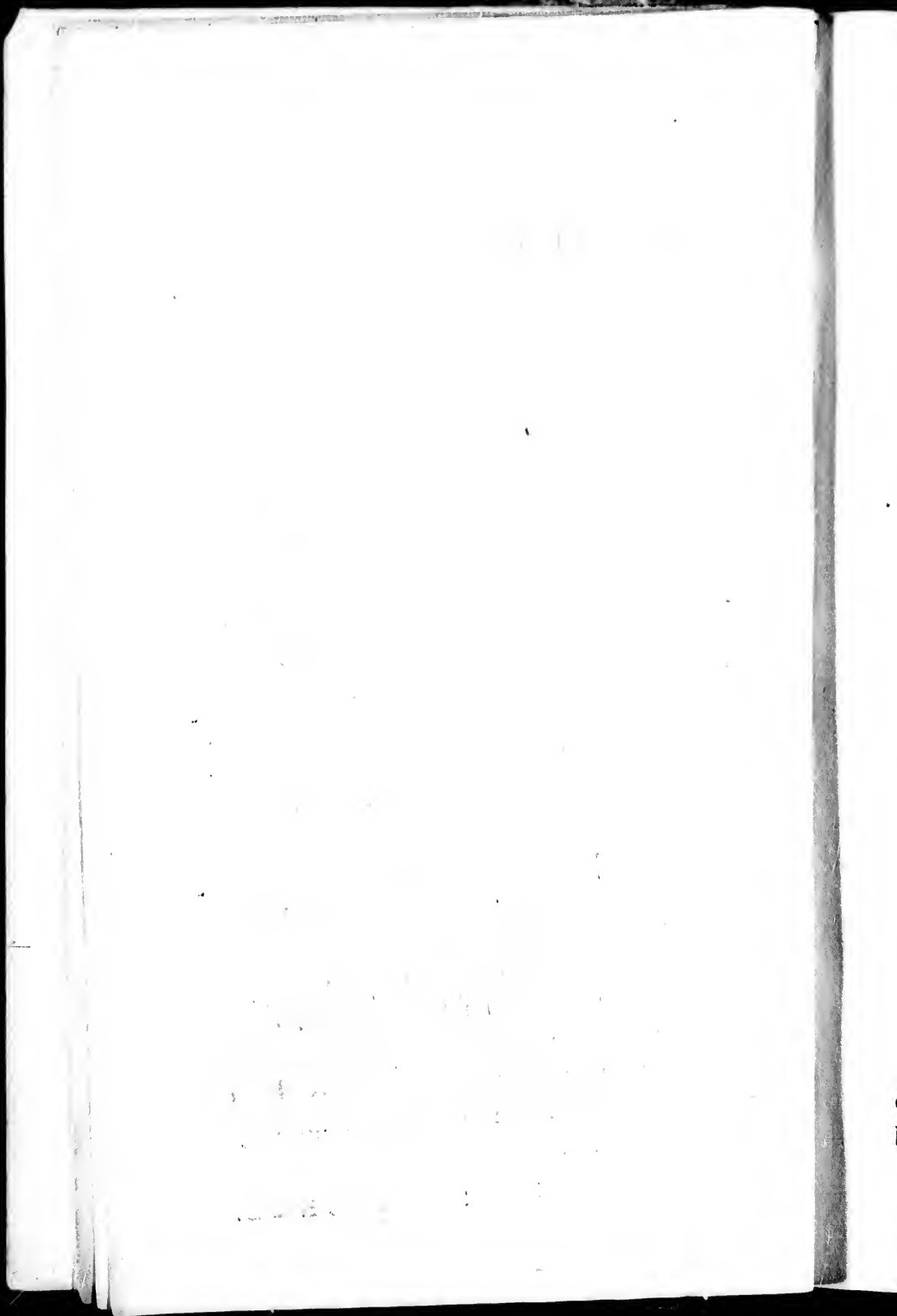
S E C O N D E D I T I O N .

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 revival, 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 against submitted to a second and more rigorous scrutiny.

S H E F F I E L D .

Downing Street,
June 21, 1783.



THREE pamphlets have been published since the last edition of this work, and seem to be intended as answers to it; but I am not sensible that they disprove a single fact, or confute one argument used in it: some particulars, indeed, are mistated, and others misunderstood; but as these pamphlets contain strong assertions, and many people, perhaps, may not have taken the trouble of informing themselves on the subject sufficiently to see they are without foundation, it might be proper to say they are not proved, and that they are fallacious. The first pamphlet, 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, unless it be by asserting for facts the greatest extravagances, without even endeavouring to support them. As a specimen of his knowledge, he says, that the American States can now supply the West Indies with beef, butter, tallow-candles, soap, beer, and even
bar

bar iron, cheaper than Europe ; but those who read his pamphlet, will hardly require any answer to it. The second pamphlet, entitled, Considerations 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. at first appear to claim more attention. The author of it informs us, that he has spent the summer in collecting materials; but he gives no authority for the calculations and tables he has inserted: they differ materially from the Custom-house entries, both of Britain and America, or contradict them in every instance. Many facts advanced, as from custom 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 our islands; yet their importations never, in any year, exceeded 6700 hogheads, at 1000wt. to the hog-head. The exaggeration as to the refined sugar taken from hence is as great. Above

150 pages are filled with calculations and assertions hazarded in the same manner, without any apparent authority. The article relative to American shipping, is the most extraordinary of the whole; he says, 398,000 tons were employed in the commerce between Great Britain and America, exclusive of the trade between the latter and the West Indies. The author may easily learn, that not 110,000 tons were at any time employed in that commerce. The deductions which follow, are equally erroneous. The author also argues, that the American States, although now foreign, ought to be indulged with nearly all the commercial privileges and immunities 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. they will become our ship-builders, we being unable to build ships, and to carry for ourselves, but at an intolerable loss. Singular as this mode of reasoning is, it is the uniform tenor and tendency of all his arguments and assertions; as to his authorities, he has not thought proper to communicate them to the public; but this farther advantage is held

held out to us, that the Americans will take our manufactures, when they cannot get the same articles cheaper, better, and on longer credit, elsewhere.

The author of the third pamphlet avows himself. It comes with a respectable name, and has for title, Thoughts on the late Proceedings of Government respecting the Trade of the west-India Islands with the United States of North America.--- 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; also, 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 there is white oak in Nova Scotia, and plenty of lumber, and that the harbours are never frozen. 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 have been almost nine months in hand; and although there has not been more than three Administrations

tions 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, or any part of them, furnished materials or information in the smallest degree, or had the least knowledge of the publication. It is probable one of those Administrations would have gratified the public with authentic information, if it had been desired. One observation more shall be made, that the respectable character of the Governour of Jamaica derives no additional lustre from the publication of his answer to the Grand Jury.

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 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

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.

Downing Street,
February, 1784.

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AN Account of all Rice, Indigo, Tobacco, 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.

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Numb.

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OBSERVATIONS

ON THE

COMMERCE, &c.

AS a sudden revolution—an unprecedented case—the independence of America, has encouraged the wildest fallies 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 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
could

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

B 2

would

* For the bill, as first brought in, 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 $\frac{4}{10}$ d. per ton, in British ships legally navigated, and of 3l. 7s. 1 $\frac{4}{10}$ d. in any other ships than such as are British built, and whereof the master and three-fourths of the mariners at least are British,

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 enquiry 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.

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. Some time before the signing the Preliminaries she with-held 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, five,

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 in firmness and durability. France excels in single,* though seldom in mixed colours; but

five, 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.

* 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.

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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 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

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 1s. 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.

order to acquire knowledge relative to wool. They may observe, that it will be necessary to change the climate, and whole system of husbandry in France, before that country can raise any quantity of wool, such as ours. 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 smuggling wool. In 1770, the quantity seized was only 32 pounds. In 1780, it had encreased to 12,383 pounds; and in 1782, it amounted to 13,916 pounds.

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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. 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.

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

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are authentic and incontestable. Every good Englishman will, with pleasure, see in these returns the constant and prodigious encrease of that manufacture.

Year 1738,	Broad pieces 42404,	Narrow 14495.
1748,	60765,	68080.
1758,	60396,	66396.
1768,	90036,	74480.
1778,	132506,	101629.

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 last year, viz. 1782, made on the 25th of last 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 encrease 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

general use of artificial grasses, our flocks have been greatly encreased. 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 encreased. The price of fine wool is high, and has encreased lately, notwithstanding the fine wool flocks are more numerous; consequently, the manufactures of this kind of wool have not decreased, but that branch 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 are 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

higher price*. Occasionally other articles are 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 articles could be imported from Europe. 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 qua-

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

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lity 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 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, 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. $1\frac{4}{20}$ d. per ton, imported in British-built shipping, &c. and 3l. 7s. $1\frac{4}{20}$ d. in foreign ships, undoubtedly produces considerably. In 1781, above 50,000
tons

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 intirely; or allow a drawback on exportation, notwithstanding this moment of difficulty to our financiers. There should be no 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

* 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

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 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

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.

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 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 Redshort, the meanest of all; it loses near a third of its weight in manufacturing, it flies like pot metal under the stroke of the hammer. The quantity of iron made in Britain by means of pit coal, encreases 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 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,

parti-

Iron and Steel Manufactures.

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 manufactured 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 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. May we 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 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,

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.

STEEL IN BARS.

Steel is made in very few of the American States. None is made in New York, New Jersey, or Pennsylvania, and those are the provinces where the greatest iron works are. A great deal of English and German steel is imported. Lately the steel denominated German steel, is brought to great perfection in Great Britain. It is made of Argon's 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

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.

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

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.

S T O C K I N G S.

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

Jersey

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 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 are nearly as good in America as in England. In 1769, 11,303 lbs. of leather, price at the port

* A considerable quantity of women's shoes are made in Massachusetts, particularly at Lynn, some for exportation to the British and foreign West Indies; but the stuff, such as callimanco, &c. the binding and lining, came from Britain.

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.

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. 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

article cheaper; goats hair and rabbits fur, used in the manufacture of coarse hats, in some countries, are dearer than wool.

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.

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

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 worsted bindings, garters, coarse threads and sewing silks. Our ribbands are made of Turkey, Bengal, and China silks, and some Italian.* 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 articles 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

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

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 large annual balance paid to the Italians ſolely for this article. Italian ſilk in general comes orgazined, fit for the manufacturer. All ſilks 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 ſattins, 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, millenery 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.

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

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 dearnefs 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 Chifwell in the frontier county of Virginia, viz. Augusta, but not answering expectation, the work was laid aside. Lead mines were
likewise

likewise worked in other parts of America, none of which ever succeeded to any extent. It is said, that there are lead mines on the Ohio and Mississippi, but 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.

PAINTE RS COLOURS.

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 from thence. 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 prodigiously.

digioufly. 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 Petersburg 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.

*Jewellery, Plate, and ornamental as well as useful
Articles of the Sheffield and Birmingham Manu-
factures, 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

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 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

coarse woollens, cutlery, guns, gunpowder, beads, paints, 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. 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 linens are imported into America of all prices, from 4s. 2. 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 1½d. 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

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 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.

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* 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.

But

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 be supplied with Russia and German linen, as cheap through England as through Holland, on account of duties and other expences here. 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

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. 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.

S A I L - C L O T H

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 present year, 1783, Russia-duck was so scarce in England, that near 3l. was given for a piece that formerly sold from 25s. to
 40s.

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. 8½. d. is payable on importation of 120 ells, or 150 yards of Russia-duck or sail-cloth, no part of which is 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	11580	6757	2659	1505	401
Do. in foreign ships	25187	28397	38660	44156	37663
	<hr/>				
Tot. numb. 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

the British fail-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 Russia fail-cloth is more pliable. France makes fail-cloth, but it is much dearer and inferior. Some has been made at Philadelphia, but the quantity must be trifling.

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 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

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 Callicoes, 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. 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

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 calicoes and 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 calicoe, to a common silk. Slight silks are, however, likely to become a more general wear

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 organzined silks of Italy, it might greatly 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,
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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 Italian 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 of 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 rice, indigo, &c. The greatest quantity raised in any one year, amounted only to 541 lbs. 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.

SALT from EUROPE.

This article will seldom or never answer to form an entire cargo, except for the fisheries, but

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 facking also was used.

T 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.

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, canvas 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
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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 one stiver per pound, and also one per cent. on their value. In England, a drawback of customs, at the rate of 27l. 10d. per cent. is allowed on all teas exported either to Ireland or America; which, on an average price of 3s. is within a small fraction of 9½d. 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 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 be competitors, and frequently to command the tea trade to America, in preference either to the Dutch or French market. The Dutch purchase

purchase hyfons of a quality much inferior to ours.*

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 undersell 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 1120; 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.

* The Dutch navigate in most 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 stivers, when in England it was at 2s. 11d. and 3s.

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
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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 cambricks 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,

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. 2qrs. 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 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,

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or

or rather Teneriffe wine, under the name of Madeira) Lisbon, Fyal, 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 will now import wines directly from the countries which produce them, and will perhaps use more French wines than they did. They could not 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. Wine from Madeira, Fyal, &c. is subject to a duty of 71. per ton, which on Madeira wine, amounts to 10 per cent. but owing to the cheapness of Fyal 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. *

BRANDIES.

* 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

B R A N D I E S.

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

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are

out at the season when the grapes are beginning to ripen, whereby they generally burst and soon decay on the vine. But others say the trials have not been fair; that there has 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. The grapes of the most parts of Europe grow with very easy management, in the middle colonies; very good wines have been made near Philadelphia of the native grape. Perhaps to ingraft the Euro-

pean

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 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, not good, is made from apples and malt: but 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.

pean 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.

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 Italy, Spain, and Portugal, from whence they were chiefly smuggled before the war.

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 encrease 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 great 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

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 Straights, 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 considerable 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 Faulkland islands, the Western Islands, and the coast of Ireland; the oil and blubber were carried to America; the latter was manufactured into oil, * and nearly the whole sent to the British markets. 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

* Oil exported in 1770 from America, including Newfoundland, Canada, and Nova Scotia, to Great Britain alone, was 4734 tons, 49 $\frac{1}{2}$ gallons, at 15l. per ton in America, amounts to 71,012l. 16s. 3d. at the place of sale, at 21l. per ton, 99,418l. 10s. 6d.

greatest

greatest absurdity 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. 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 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,* be-

* 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.

sides 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 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 reasonable

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

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

supply of men, who, by a little attention of the officers, soon got acquainted with the duty of large ships.

In the year 1772, the total quantity of fish caught on the banks of Newfoundland, the coasts of New England and Nova Scotia, amounted to 857,371 quintals of dried, and 42,227 barrels of pickled fish. Of these, 451,114 quintals and 555 barrels, were exported from Newfoundland, the coast of Labradore,* the gulph of St. Lawrence and Nova Scotia, and 35,447 quintals, and 1136 barrels, were sent to the West Indies. From the American States in the above year, 105,450 quintals, and 1124 barrels, were exported to Europe; and to the British and foreign West Indies, 265,360 quintals, and 39,412 barrels. This trade, which has been computed at one third, or near one half of the remittances from the New-England States, they will continue to enjoy, 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, as also the whale fins exported to Britain.

* The principle trade to the coast of Labradore was from the Old Colonies. So much of the produce of that trade which was not consumed in the Old Colonies, was exported to Great Britain.

The proceeds of the fish sent in British and American shipping to the European market, amounted, including freight, to about 450,000*l.* 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-Indian islands, including freight, amounted to upwards of 250,000*l.* It 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. and that above 40,000 quintals of the fish, exported from the American States, were not the produce of their own fishery, but received from Newfoundland, Nova Scotia, &c. in part of payment of the provisions, rum, &c. furnished to those colonies.

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.

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Nova Scotia, and * the island of St. John's, especially 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

* The coast round the islands of St. John's in the gulph of St. Lawrence, abounds with every sort of fish. The soil of the island is excellent, 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; as to population, it encreased, 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 more easily protected in time of 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.

from

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.

There are many places on the coasts of Nova Scotia, * where, at certain seasons, large quantities

* 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

ties of cod are taken in the ports, and the salmon fishery in that province, and in the 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 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

that he was ready to sign on any terms, and readily gave 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.

men,

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 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 sailors from the great nursery of the American 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.

S P E R M A C E T I C A N D L E S .

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, Falkland's

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 what the trifling amount of duty, viz. 3*l.* 6*s.* 4*d.* (which appears in the Custom-House books of last year) conveys an 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 17*l.* 12*s.* 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

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wards sold to the manufactories, though only the oil duty has been paid.

Spermaceti candles exported	295,716lbs.	£.	s.	d.
At 1s. 3d. in America	—	18,482	5	0
At the place of sale at 2s.	—	29,571	12	0
Of which, to Britain	—	481	lbs.	
Ireland	—	1,250		
South of Europe	—	24,268		
Africa	—	9,564		
West Indies	—	260,153		

FLOUR and WHEAT.

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

supplying the West Indies, the fisheries, &c. Portugal wines were taken in return, and seemed to be preferred in Canada; between five and 600 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, not less than 500,000 bushels, with which above 1000 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 then 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: 40,000 quarters of Canada wheat used to be imported to Philadelphia and New York annually, before the revolt. Canada can supply the Newfoundland fisheries with flour and bread. 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. As flour is the principal staple of New York, New Jersey, and Pennsylvania, and the British West-India islands are now open to receive it in our ships; while the French and Dutch settlements are shut against it, it is certain 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 a very large quantity

quantity of wheat. Wheat, however, is not the best staple for the American States to depend on, because, in general, the demand in Europe is uncertain. France and Britain 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 320,000l. per annum for that grain. It is a fortunate circumstance, arising from the independence of America, that the British isles will 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 15 to 18 bushels per acre; weight per bushel, from 58 to 63 pounds; average price per bushel, 3s. sterling. The weevil

has been extremely destructive to wheat in America, and in some provinces nearly destroyed the crop.

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, and is sold 20 per cent. dearer; it is mostly for building. It was customary for all ships in the tobacco trade to dunnage 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 punches, 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

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 the North Carolina.

	Barrels.	s.	d.	£.	s.	d.	
In 1770, Pitch exported,	15,793	at	7	6	5,917	7	6
Tar ditto,	87,561	at	6	0	26,268	6	0
Turpentine dit.	41,709	at	8	0	16,681	4	0
					<hr/>	<hr/>	<hr/>
					48,866	17	6

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 pitch pine in great plenty. Turpentine comes from the same part. The pitch 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. This tree is not found in forests, or in quantities, north of Virginia. It is known in Britain by the name of pinester. All pines contain

tain some turpentine, and tar may be got from all sorts of that tree, but not plentifully; the Scotch and stone pine is 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 considerable quantities were exported to the Mediterranean and Southern countries; by means of the bounty we under sold 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 painter's 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 afford-
ed

ed 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 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

prehended the Dutch may also go to Carolina for tar, and by encreasing 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 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

* But a distinction should have been made. The aliens duty should have fallen on these articles when imported in American bottoms, as in 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. 9 $\frac{1}{2}$ d. more, making in the whole 12s. 10 $\frac{1}{2}$ d. when imported in such shipping by foreigners.

great

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 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 rope makers 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

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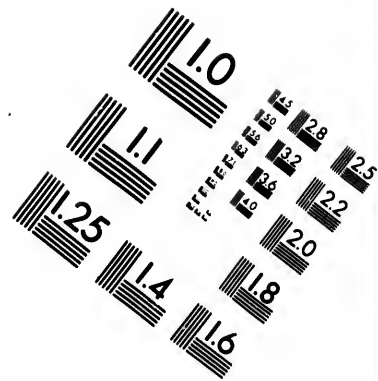
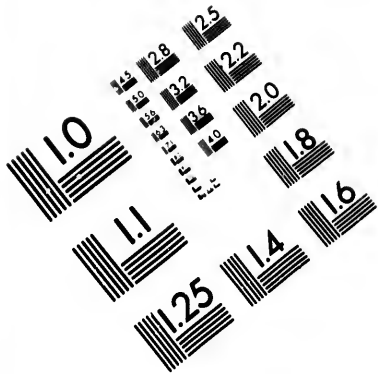
but others now declare, that the American tar was full as good for their use as any European, and being thicker, it is preferred for making pitch, and for sheep tar, and will always sell higher for that purpose.

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.

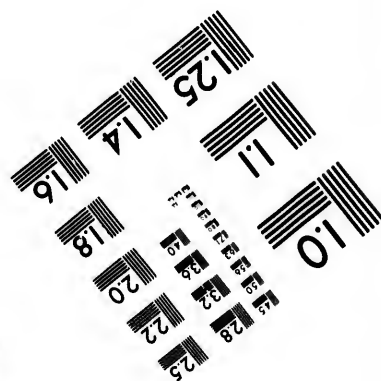
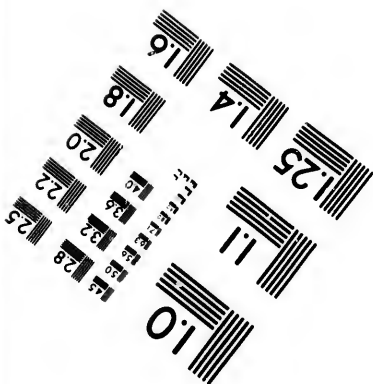
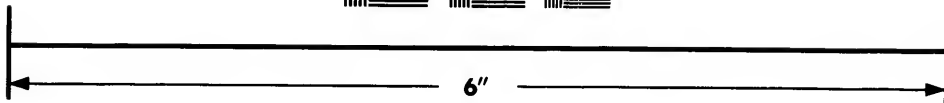
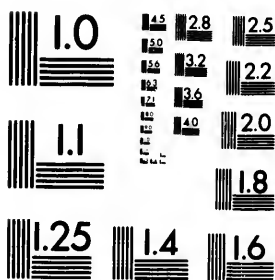
On the interruption of the American trade, and the war with France, the price became enormous. Large quantities of turpentine were sent to Britain from Hamburgh as the growth of Germany, but through the activity and intelligence of Mr. Kerr, who acted then as collector of Hull, the fraud was detected, and during the remainder of the war, many thousand hogsheds 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 4s. 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

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 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;





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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 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 considerable 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. The 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 produc-
tions

tions 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 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.

*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

consumption on the eastern shore of Maryland and in 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, abounding in timber, remain untouched. The pine timber of the latter province is of much thicker sap, therefore not so good for masts. All that is near Lake Champlain must go down the river St. Laurence.

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

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 some, 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 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

* But the method of reserving in grants all trees, when they acquire certain dimensions, for the navy, 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 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 Capcook, Mr. Barnard proposed making grants, as being within his government.

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vent the States from fixing their settlements, and
taking

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 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 Thornton, 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

taking possession to our disadvantage*. The provisional articles make the river St. Croix the boundary. There are three rivers of the same name, and although 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 plenty of very good oak. Britain has its best masts principally from the

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 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.

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Baltic.

Baltic.* Large masts for merchants ships, of the yellow pine, may be had in the Southern States.

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 inferior to the white pine of New

* 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 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.

Hampshire,

Hampshire, the province of Main, and Saggahadock, for those purposes.

Masts exported from America in 1769, with the value at the place of exportation.

To Britain, 1496 tons of masts, at 5l. per ton.

To ditto, 113 masts, at 3l. each.

To Ireland, 12 ditto, at ditto.

To Africa, 16 ditto, at ditto.

To the British, and foreign West Indies, 56 ditto at ditto.

To Britain, 229 tons of bowsprits, at 20s. ditto.

To ditto, 10 N^o of ditto, at 20s. ditto.

To Ireland, 12 tons of ditto, at ditto.

To the British and foreign West Indies, 10 ditto, at ditto each.

Besides of yards, &c. to Britain, 345 tons and 65 in number, at 20s. ditto.

In the year 1763, the contractor paid in New England for a mast of 33 inches 75l. sterling, and so in proportion down to a mast of 24 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

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Hampshire,

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

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

Provinces	Topfails,	Sloops and Schooners.	Tonnage.
Newfoundland		1	30
Canada		2	60
Nova Scotia		3	110
New Hampshire	16	29	2452
Massachusetts	40	97	8013
Rhode Island	8	31	1428
Carried forward	64	163	12093

* 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.

Connecticut

Ships built for Sale.

Provinces.	Topfails.	Sloops and Schooners.	Tonnage.
Brought over	64	163	12093
Connecticut	7	43	1542
New York	5	14	955
Jerseys	1	3	83
Pennsylvania	14	8	1469
Maryland	9	11	1344
Virginia	6	21	1269
North Carolina	3	9	607
South Carolina	4	8	789
Georgia	0	2	50
East Florida	0	0	0
West Florida	1	0	80
Bahama	0	4	42
Bermuda	1	47	1047
Total	115	333	21370

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

Custom House, Boston,
May 11, 1771.

THOMAS IRVIN,

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

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

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. 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, and sailors from New England, and will raise many in our remaining colonies, and those provinces will become a considerable nursery for seamen. Ships may be built in Nova Scotia to as much advantage as in New England, and as good. 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, 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
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is generally the case, rots in five or six years. Price per ton 18s. Oak plank 5l. per 1000 feet. Little iron is used in ships built for sale. In the Northern States, the price per ton to build and equip, was about 9l. 10s. Vessels built in Virginia were more esteemed, and cost per ton building and timber 4l. Total building and equipping from 8l. to 8l. 10s. The shipping of the Southern Provinces, the timber being live oak, 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. Shipping was built in America on British credit, the workmen were obliged to take the greatest part of their payment 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 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

ping 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 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. 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.

ment. It was exported from Virginia, Maryland, North Carolina, some from South Carolina, and a very little from Georgia, to Great Britain chiefly*, where the hogsheds 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, 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 grand market to meet the purchaser, and to be sorted for the 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

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

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 encreased from the above sum to near 1s. 4d. a pound, when imported from the place of its growth, and to 1s. 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.

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 50 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 200,000l. 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 parts, by way of deposit.

deposit. It is the worst 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 attack and rivet the trade to this country.

The idea of obliging a merchant to advance 4l. for liberty to store a hogshead of tobacco, which costs only eight or nine pounds, appears too absurd not to claim the immediate attention 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 hogshead of tobacco, which costs from eight to ten pounds sterling. The first price is from $1\frac{1}{2}d.$ to $2\frac{1}{2}d.$ per pound,

* 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.

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feldom 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 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 consumption of tobacco in Britain and Ireland was about 20,000 hogheads, near 2000 of which are supposed to

* 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 reship the tobacco,

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have been smuggled. Britain imported the five or six years before the war, between 90,000 and 100,000 hogsheads; * a good deal of tobacco was manufactured into Carots and sent from London to Germany and Flanders, and lately to Quebec.

* In the year 1775, 55,965,463lbs. of tobacco were imported into England, and 33,769,986lbs. were re-exported. The same year 45,863,154lbs. of tobacco were imported into Scotland, and 30,324,301lbs. were 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. $2\frac{1}{4}$ d. and $2\frac{1}{2}$ d. per pound, exported from North America in the year 1770, amounted to 906,637l. 18s. $1\frac{1}{2}$ d. 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.

Large

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 hogsheads, 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 last year from Petersburg, and about 500 tons from Riga and other parts of Russia; it chiefly went to Lubec and Holland; a considerable part was returned manufactured. 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 Brandenburgh, 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

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 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, will give great advantage. It will, in some degree, civilise the natives, and encrease the demand for our manufactures there. The lands at St. Vincents 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 encreased in the manufacturing, and by that means much more is payed as drawback on exportation, than the import duty on the leaf.* The present duty on

* An arbitrary reduction on that account, made at the scale according to the judgment 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 render it for exportation now in a proper dry state.

tobacco being above five times the value, until it is raised by excise, the temptation to smuggle it will be very great.

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 75,000 to 250,000 lb. 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

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 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 encreases 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 Carolinians 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

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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. Vincents, might, in time, very 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 24,317lbs. and in 1782, 25,575lbs.

Indigo exported in 1769 from America to Britain, and to no other place, 423,563lbs. at 4s. 6d. 95,301l. 13s. 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 7d. $\frac{1}{2}$ per ewt. 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

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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 that the Portuguese turned their thoughts to the growth of rice in the Brasils; 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 Brasils* 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 exported to Britain in 1769, 79,831 barrels.

Ditto South of Europe, 32,296 $\frac{1}{2}$ ditto.

Ditto to Africa, 148 ditto.

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

Rice exported to the West Indies, 22,193 barrels, and 53 bags.

Total exported from America, 134,468 barrels, and 53 bags, at 2l. 5s. per barrel, and 20s. per bag, 302,607l. 2s. 6d.

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.

F U R S a n d P E L T R Y .

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, and deer skins must be had from the American States, Canada not being able to furnish a sufficient supply. Canada cannot now command the fur trade as before the peace. The principal Indian country has wantonly been ceded to the American States, the command of the water communication by the great lakes is given up, with the upper posts and carrying places, and some of those forts which remain to us, are useless. The Indians have long been used to resort to those posts, and will not easily change. Our side of Niagara is so mountainous, that it cannot have a carrying

carrying place; it is the most important pass in America. Merchants' houses have been forming last summer for the purpose of carrying on the Indian trade by the Hudson, Mohawk, and Oneyda rivers, from Albany to Fort Stanwix: at Schenectady, there is a carrying place of twelve miles, the road very good; from the Mohawk river to the Oneyda river, which runs into Lake Ontario, the carrying place is only one mile. The treaty declaring the center of the river of St. Lawrence, the boundary from the 45th degree to the head, is an expression which may, and probably will, be taken advantage of, to the exclusion of this country, as an island, which is a small distance above the 45th degree, separates that river for nine miles, the great and principal body of water running on the west side, which perhaps may be deemed the river, down which no boat can possibly pass, owing to the violence and rapidity of the torrent; and the other side of this island, being the only passage down the river, if yielded to the Americans, will give them the whole navigation to its source, by which Canada will lose the fur trade upon the West side of Lake Ontario, and a passage that way from the Upper Lakes, and Fort William Augustus, and Frontinack, will be rendered useless to this country.

Our duties should be entirely drawn back upon the exportation of furs from Britain; if they be not, almost the whole of this trade may be thrown
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into the hands of the American States; for, in order to avoid duties, all the furs intended for foreign markets, will be carried through them, whereas if the duties were entirely taken off, part would come through Quebec to this country, and be re-exported from hence.

It may also be good policy to take off all duty upon furs from Canada, and our other northern colonies, properly certified to be such, and even grant a small bounty, for a time, to encourage that trade under its late misfortune.

There was some, though no very large quantity of furs, (of the best sort) imported from Georgia and Carolina into England.

The value of furs exported to Britain in the year 1769, was 99,010*l.* 14*s.* Skins 69,271*l.* 17*s.* 10*d.* The amount of hides exported from America, was only 80*g*l.

It is the business of a wise nation to derive every possible benefit from her misfortunes. As we have now lost, by the treaty of peace with the American States, so much of the commerce of 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 African Company;

pany; 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.

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 measure 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.

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

Flax-

Flax-seed exported from America in 1769,
 To Britain 11,811 bushels.
 To Ireland 199,916 $\frac{1}{2}$

211,727 $\frac{1}{2}$ at 2s. 3d. 23,819l. 6s. 10d.

Nova Scotia and St. John's island appear to be fit for flax, the trials in St. John's island are encouraging.

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, 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

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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 iron; 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 from America, principally the Middle Provinces, in 1769,

Bar iron 2475 tons, at 15l. per ton.

Cast iron 21 ditto, at 15l. ditto.

Pig iron 4739 ditto, at 5l. ditto.

P O T A S H.

Very little pot ash has 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.

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 easily to be got, above the level of the sea. The coal is differently represented; some say it is not of a good quality.

Pot ash exported from America in 1769 :

To Britain, 1239 tons, $10\frac{1}{2}$ cwt.

To Ireland, 5 4 $\frac{1}{2}$

Total 1244 15

Which, at 22l. 10s. per ton, amounts to 28007l.

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 800,000*l.* sterling yearly,) where 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 5*s.* per hundred on foreign sugars. In 1769, were imported 46,673 cwt. of foreign brown, at 1*l.* 8*s.* and of foreign white or clayed sugar for exportation, 506 cwt. at 2*l.* 5*s.* In the same year were imported of British brown, 49,672 cwt. at 1*l.* 15*s.* and of clayed, 85 cwt. at 2*l.* 5*s.* the foreign independent of the duty; 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.* It seems that our sugars could not have been taken, but

* It is clear from this, that our sugars will not be taken for consumption in the American States, and that they only mean to be carriers elsewhere; if permitted to go to our islands.

thro'

thro' 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 3,000,000 pounds of sugar in Martinico for the American market for a *limited time*, 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

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. In 1769, 3,580,144 gallons of foreign, and only 299,678 gallons of British molasses were imported into North 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 small trifle for the molasses, 2s. or 3s. per hoghead: they are still very considerably cheaper 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

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

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it out in molasses, &c. This has been a serious complaint a long time.

The former 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 proper staples, seems very erroneous. 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 foreign molasses, we certainly deprive our 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, is preferred by the Canadians, and lower ranks; it is stronger, and 25 per cent. cheaper; and the

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

dif-

discouraging distilleries in our remaining Northern Colonies, will encourage the smuggling of New-England rum.

The quantity of foreign molasses imported into America, anterior to the war, was even, as appears by the Custom-house books, 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,

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

the

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; 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 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 amounts to one third of the freight, it being raised on the tonnage. The French make very little rum, and that of a bad quality: as it might interfere with their brandies, they have not encouraged it. In the year 1769, 2,834,752 gallons of rum, value at 2s. 3d. 318,909l. 12s. were imported into America. 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.

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

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 molasses in the foreign islands. It would be ruinous to New England in particular; and when the encouragements* lately held out in the French 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 exported from North America in the year 1769: this trade will be in great part gained by our islands in future,

	Gallons.
To Great Britain	25,974
Ireland	2,020
The South of Europe	13,871
Africa	322,683
The West Indies	12,027
	<hr/>
Carried over	376,575

* Even if the advantages held out to the Americans in the French islands were not delusive, unless they were granted for a longer period than hitherto offered, it will not be worth their embarking to a large extent, and the obtaining a quantity and perfection of quality consequently would be prevented.

Brought over	-	-	376,575
To Newfoundland	-	-	103,119
Canada	-	-	248,000
Nova Scotia	-	-	10,589
			<hr/>
			738,283

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 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

poly 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 stated. The quantity of West-India rum, imported the same year into Newfoundland, was only 6,766 gallons.

To Canada - - - 22,323 ditto.

To Nova Scotia - - - 7,426 ditto.

It may be added, that the quantity of rum, consumed in our remaining colonies, has much increased since 1769, and certainly will increase very much in future. The importation of North-American rum, therefore, must be prohibited, as it will create a demand for West-India rum, and promote the carrying trade between the West-Indies and our remaining colonies.

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 priced tea; some so low as 6d. sterling per pound; most of it was foreign and smuggled. In the year 1769, 4,073

cwt. of British, at 8d. (which paid duty) and 23 cwt. of foreign coffee, at the same price, were imported.

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 O A

Was purchased and imported nearly in the same manner as coffee; 112,866lbs. of British, at 6d. and 185,212lbs. of foreign, at the same price, were imported into the American States in 1769.

C O T T O N.

The quantity of British cotton imported into the American States, in the year 1769, were 179,208lbs. at 10d. and of foreign cotton, the same year, were imported 317,435lbs. This was chiefly used in the home or family manufactures of the country in the Northern States. Virginia and the Carolinas raised, of a coarſe kind, more than a ſufficiency for their own uſe.

S A L T.

Of this article, in the year 1769, were imported, from the south of Europe, 608,100 bushels at 1s. and from the West Indies, 527,785 bushels at the same price. 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

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

Horses for the Saddle and Draught.

In the year 1769, 6398 horses* were imported into the British and foreign West Indies from North America. A very good kind of horse was introduced from Canada, very excellent for the saddle. Horses for draught, and for the fugar works, are essentially necessary in the Windward Islands, and they also may be had from Canada reasonably. They are small, but very strong and hardy. It is said, however, that horses from the Southern Colonies, being used to a warm climate, are preferred. A considerable number of 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. It is thought, it would answer to send horses both for draught and saddle from Great Britain and Ireland.

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. In the year 1769, 160 bushels of wheat were exported from North America to the West Indies; but 12,730 tons of flour and bread

* The greater part went to the foreign West-India settlements.

were exported from thence, in the year 1770, into our islands. As wheat has been for several years past, and previous to the war, cheaper in Canada than in the American States, and as the New York and Philadelphia mills were ten years ago supplied with 40,000 quarters from Canada, there can be no doubt that these articles will come cheaper from that province, when a sufficient number of corn mills are erected, than from the American States. Canada will then be able to send her flour immediately to the place of consumption, without passing through the medium of New York and Philadelphia, leaving a great profit at those places. Some are of opinion, 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 encrease of the value of labour, and the dearth 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

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importation of these articles from foreign countries into her islands, or any other articles which the mother country can supply.

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 pease, 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 York, Philadelphia, and Rhode Island, were supplied from thence and New Jersey. American
beef

beef is good 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 an 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 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. Their attention has been given to their

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 is generally imputed to their being fed upon fish. 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 such 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. 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 Provinces.

American beef however does not keep so well

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 give England and Ireland the advantage. Some good beef is imported into St. Croix and Eustatius from Holstein. Cheese 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. 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 can-

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

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

Exported in the year 1769 from North America to the British and Foreign West Indies,

Beef and pork 3036 tons, 6 cwt. (of which to the British islands 1250 tons.)

Soap, 94,590lbs.

Candles, tallow, 65,500 lbs.

Cheese, 49,144lbs.

Tallow (not in candles) 162,730lbs.

S A L T E D F I S H,

From many circumstances, can be sent from Newfoundland, Nova Scotia, and St. John's to the

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 employ a great number of seamen. Mackerel fishing is a considerable business on the coast of Nova Scotia; but it might be carried on as cheap in our seas with such advantage. A bounty is allowed on herrings exported from Britain. Ireland used to supply the West Indies with Swedish herrings; but since the Irish Parliament very wisely refused the drawback on their export, the Irish herrings go there, and the quantity sent is very considerable. Herrings are also sent to the West Indies from the Clyde; and it may here be observed, that the manufactures we export to the West Indies not taking a tenth part of the tonnage which may be sent to bring home the produce of the islands, the freight of fish, or other articles sent from hence, will be very low. The fish from New England and the country adjacent cannot be put in competition with the herrings sent in great quantities from Scotland and Ireland, nor should any regulation be made likely to affect this nursery for seamen, which may be greatly increased with proper attention.

Salt

Salt fish exported to the British and Foreign West Indies in 1769 :

	Dried.	Pickled.
From Newfoundland	8823 qtls.	
Canada	2378	52½ barrels.
Nova Scotia	1864	644 ditto.
	13065	696½

But the whole quantity exported from North America to the British and Foreign West Indies was 184,955 quintals and 36,900 barrels.

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 to 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 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

was remitted to this country, cash or 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 that 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 water carriage in the American States, most of these articles may be imported from the former, on better terms than from the latter. 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

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 are saved. The best American rum-puncheon staves come from the Middle and Southern Colonies; but they are considerably dearer than from other parts of that continent. 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 what may come for it, all sorts of lumber. Timber cutting and the business of the saw-mills 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, 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. Many saw mills are already erected in Nova Scotia.

If

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 loose the whole of this trade. The idea of their withholding their lumber for any time from our shipping, is too trifling to require attention. The great quantity they sent, for which they have no other market, is shewn in the tables of the Appendix. It varied from 40 to 60 million of feet, of which our islands took about 24 million. The quantity of shingles exported from America in 1769, amounted to 41,732,356; but our islands took only about 18 million. Bermuda vessels were not calculated for carrying lumber, yet there were exported from the Bermudas in the year 1769 to the West Indies, brought from the continent, 45,770 feet of pine plank, 171,620 shingles, and 11,100 spars. It is to be supposed the Bermudians will now build more proper vessels for the lumber trade.

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 none to Jamaica; mutton is not a general food in the islands; a good many sheep are

however bred there, and the mutton is excellent. 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 being so exceeding 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. In the year 1769, 2887 live oxen were sent from North America to the British and foreign West Indies, and of that number 2032 went from Connecticut alone. About 1000 went to our islands. The same year 13,788 sheep and hogs were imported into the West Indies, mostly from Rhode Island and Connecticut; but of these, only about 4000 went to our islands.

Rice,

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 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; but those provinces having had hitherto little intercourse with the West Indies, they neglected the cultivation of that article.

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.

None but 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 in the year 1769, was 19817 casks, 53 bags; moreover, 2847 bushels of rough rice: the quantity imported into our islands varied from 7 to 15,000 casks.

There were sent the same year from Bermuda to our islands, 10,503 bushels of Indian corn, which had been brought from North America; but upon a medium, about 350,000 bushels were imported into our islands.

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 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 by no means kept 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

Africa by the American traders, were of an inferior low priced sort. The Americans never had such of the slave trade to the islands. 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. 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; the number of negroes imported into North America in the year 1769, were 6391, amounting at 40l. each (which is a low price) to 255,640l. sterling. 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 altho' it be 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 the foregoing state of the imports and exports of America, to and from Europe and the West Indies, a judgment 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; and, relying on those commercial principles and regulations under which our trade and navy have become so

* 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 as political considerations: confusion may arise at our custom houses, and in case of a future war, as the seamen of England might pretend to be Americans, not only for the sake of higher wages, but to avoid the press, it is absolutely necessary to mark the line of distinction between our subjects and these aliens; also, it is incumbent 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.

great,

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 much by separation.* We shall regret the money that has been squandered, but it is not probable our Commerce will be much 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
being

* Before the year 1776, scarce a man in America had the idea of separation from this country. The wish of the Americans, was independence of the British Parliament; but having taken arms, they went farther of course. The wish to be independent 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 James I. and Charles I. into the colonial system.

The

being the carriers of our trade. The violation or relaxation of that act in favour of the West-India Islands, or of the American States, will give that
 advan-

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 amounted to 609,798, and in the year 1774, the year before the American disturbances began, it had risen to - - - - - 798,864

But this being the registered tonnage, in order }
 to find the real tonnage, add one third - } 266,288

1,065,152

Add one 15th for the tonnage of Scotland, - 71,010

British commercial tonnage, - - - - 1,136,162
 navigated (allowing 12 men to 200 tons) by 68,228
 failors.

At

advantage to the New-Englanders*, and encourage to the greatest degree the marine of America, to the ruin of our own. The bill, in its present state,

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. It is 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

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 the 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 also makes it the interest of
our

open to ships carrying the flag of the American States, their allies, the French and Dutch, will avail themselves 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. Several particulars have been already

our remaining Colonies in North America, (for whom no advantages are reserved by the bill in question,) to be as independent as the American States, in order to have their trade as open.

It

dy stated under the article of ships built for sale—that in the New-England States, vessels are built and equipped from 7l. 10s. to 8l. per 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 Carolinean 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

It is the policy of France and Spain, not to suffer foreign vessels to trade to their islands and colonies,

per month. The common Peace wages of seamen in England, are from 25s. to 30s. per month.

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 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 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 millions 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.

and

and our own maxims have hitherto been the same; but the bill, without the least necessity, gives up this most necessary restriction, and our whole 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 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

* 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.

had

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 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 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,

§ France has since allowed the importation from America into her islands of such articles as the mother country cannot furnish; this excludes American flour, and seems to include little more than lumber and some articles of provisions. The edict is so expressed, that it may 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.

and

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 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,

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. 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,

than

* Jamaica had lumber from the Mississippi.

than to sacrifice our carrying-trade. * However abundantly our remaining colonies may be able hereafter to supply our islands with lumber, that trade is not 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.

Under the article of wheat, it has appeared how amply Canada can 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 ship-

* 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: but in the present case it might be adviseable to give bounties for four or five years certain.

ping, fish, timber, and lumber of every kind, and with mill or draft 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.

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 islands must starve if they are not opened to American shipping, is a curious instance of the slight 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.

elves. * It has already been stated, that the Bermudians 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

* 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,

any other inconvenience, than that of paying an advanced price for those articles, through the medium of foreign West-India free ports; 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.

It has also 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 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,

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, &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.

and

and it will be the fault of our planters, if their long-established rum distilleries do not maintain the ascendancy over the infant distilleries of the French.

It cannot be doubted, but 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 furnished such abundance, there was no encouragement for those infant colo-

* However extraordinary, 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 any price. 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 any considerable town in America. This must arise from the different value of labour.

nies.

nies. Nova Scotia was not sufficiently settled, and during the war the navigation to these parts was greatly interrupted. 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 entirely from the cultivation of

trade of the latter island was carried on by 310 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 Bermuda and 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 50 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 at present, at the expence of our own.*

Rather

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.

* By preventing their vessels from coming to our islands, we shall avoid, in great measure, the mischief complained of, that the Americans took cash from our islands

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 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.*

islands for lumber and provisions, and laid it out in the foreign islands from the opportunity of getting West-India produce there, at a much cheaper rate. If this trade should be confined to our own shipping, rum and other articles will be bartered for lumber and provisions.

* 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. The greatest quantity of sugars sent in one year from the British West-India islands to America was about 4400 hogsheds; and that supposing the hogsheds only 1000 weight. It is said France consumes little more than 40,000 hogsheds, while the British islands consume 125,000 hogsheds. The use of tea and punch in the latter, is a principal cause of the difference.

The

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 25 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 ruin would be completed, if they had not the monopoly of our market, which pays them from 15 to 25 per cent. and some say more, 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

* It would amount to near two millions sterling, if the consumption should continue the same as it was before the war, and all the present taxes should be continued.

shipping

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

sugar merchant suffers much, by not being able 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

* 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 promotes 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. Smuggling corrupts our seamen, who are become visibly less attached to their country ; it habituates them to fight against their country ; it gives them the expectation

into these kingdoms; and it is to be wished the state of this country may allow the duty on rum 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, and that the Planter at present, has little or no profit on this article. 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 should be made into the state of the port

tion 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.

duties,

duties, or rather charges in the West Indies. The Custom Houses 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, nor 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 fortune in a short time. Our islands also might be assisted by encouraging the growth of indigo, coffee,* cocoa, cotton, tobacco,† and Indian corn,

* 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.

on such lands, as, from situation and soil, are unfit for the culture 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

* The cultivation of some of our islands certainly might be carried much farther than they are, which 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 5 or 600 land forces. The produce of the island of Jamaica alone, it is believed, might be trebled at least.

† 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.

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 particular circumstances of the times, should not be the occasion of oversetting a system on which so much

tion. 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. The average export of refined sugars for eight years, viz. from 1774 to 1781 inclusive, was 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. 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 intire sum for which refined sugar is sold to foreigners is so much clear gain to the mass of national wealth.

depends;

depends; and that the rise is probably only temporary, surely, has already been sufficiently proved; but the full answer is, 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 planters 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

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

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* The West Indians, if equally skilful, must have great advantages over the Americans. It is said, that

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 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, ne-

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.

cessary

cessary 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

* The tonnage of shipping, cleared outwards from America for the British and foreign West Indies, in the year 1769, was, 101,536 tons; but this being the registered tonnage, a third should be added to make the real tonnage.

on a footing mutually advantageous to Britain 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 5 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 5 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

Britain in October, with manufactures, stores, &c. land them in the islands, carry rum to America, 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 and 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 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 pretty large 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
with

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, of a good quality;* and though 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 is stopped, and the use of foreign sugars in those colonies should be prevented as much as possible.

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

* The rum from Demerary (which is in great part settled by planters from Barbadoes) is good, but the quantity is inconsiderable. Surinam has but one distillery.

chiefly

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 principal 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 pease which Nova Scotia, St. John's, and Canada produce to great advantage, will afford an excellent substitute, and in the opinion of some, 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

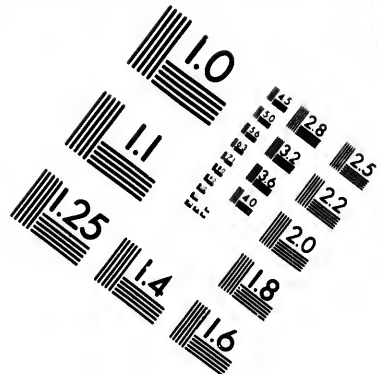
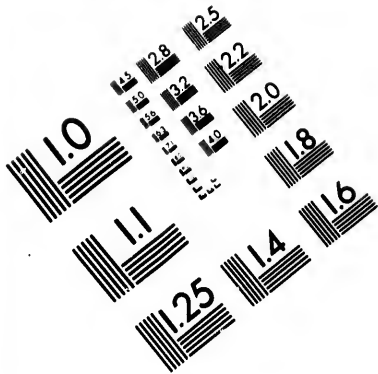
* America emitted 200 millions of dollars, or above 40 millions sterling in paper, and then borrowed. A pamphlet lately published at Philadelphia by Congress, and said to be written by Mr. Morris, states, the foreign debt on the 1st of January last, at 7,885,085 dollars; the domestic debt 34,115,290 dollars; the annual interest

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

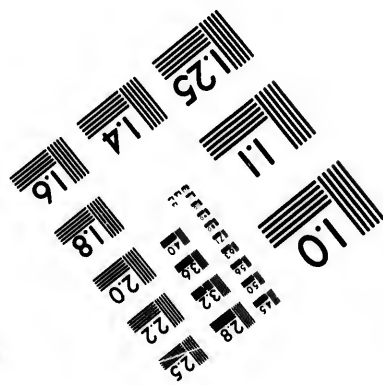
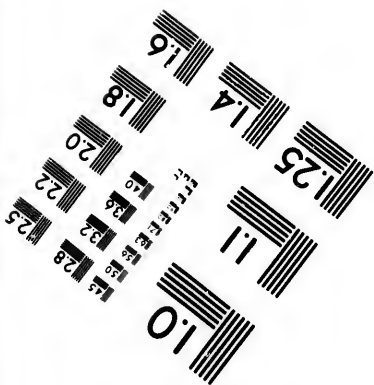
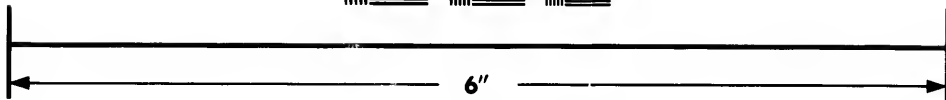
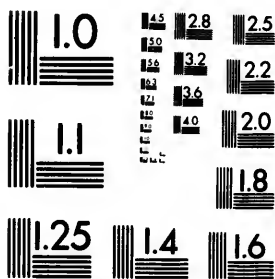
interest to be paid 2,415,956 dollars; they are believed to be more. The above debts are exclusive of the paper money depreciated in the hands of the public, and also exclusive of the army or commissary certificates that were not yet called in or satisfied, and of the debts of the several States for 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 600,000l. 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? Very little money was officially sent to America after the first year or two of the war; during that period, those who had





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heavy impositions. If, then, the agriculture and commerce, and fisheries of Canada, St. John's, Nova

had the contract for supplying the army with gold, sent out a great quantity of Portugal 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 contractor's agents the command of the exchange, which was done by sending small quantities occasionally: 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 extensive 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 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-
 portation

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

portation act, which took place in 1775, is computed to have been between two and three millions. They received no specie from France or 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 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

portant consequences are too evident, to need their being pointed out or enlarged on. The distilleries, 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 take freight; and a great part of the rum distilled in the American States was consumed in Nova

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.

Scotia,

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.*

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* 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. That province and St. John's require immediate attention, while such multitudes of Refugees are looking out for situations and employments.

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

If we preserve our navigation laws entire, it is obvious how convenient Canada and Nova Scotia are to our islands; we should therefore put those colonies on the best footing possible; * and the govern-

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, ceases generally at Scateri Island, and does not extend into the country above three or four miles. 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 is near the French, and has an excellent harbour for ships of war, and should be fortified.

* 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 birth-right. Whether the Governor has in all instances observed it, during the war, the author is not informed; but where the writ of Habeas Corpus is in force, the government cannot be said to be military. The persons therefore of the Canadians may be as secure as the persons of the citizens of London. It is also said, that the clamour against the present form of government there, comes from the few—that the Canadians prefer it to any other; that is, ninety-nine in a hundred approve of it. If that be fact, it oversets all the observations on the

the

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

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.

* 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.

aid

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 of obtaining justice in the courts there,† and the great distance, in many cases, from them, are considered as weighty grievances, and are loudly

* 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 Passamaquady 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, and lay the foundation of future safety. A small additional expence, 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.

† Their courts have been put on a respectable footing, and moderate fees have, not long since, been established.

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 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

* 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 5 per cent. upon foreign trade, at the disposal 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.

the best plan of our late colonies *, it will draw 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

* 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. 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 clamour of bigotry, and of supplying the enemies of their country with an opportunity of mischief and sedition.

only

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, 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 will and 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 makes 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, and occasionally fishing,—they take
advan-

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 it is said, 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 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 controul 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

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

a 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, surely 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 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 almost 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

* 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.

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 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

* 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
King

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

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 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.

Lists 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 Hamburg 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

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 partake 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

and probably we had not more than 6 or 700 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.

* 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 completely 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

want little of her produce in Great Britain, 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 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

cept linens, Ireland has no trade of consequence but in provisions. The present system encourages the American States to a competition with her. No man can doubt the great advantages 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.

in

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 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.

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 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 so essentially, as has been apprehended, except as to the carrying trade, the nursery for seamen, and this it is in our power to prevent in a considerable degree. 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.

rica. 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
a coun-

* 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. Notwithstanding the navigation of the rivers St. Lawrence and Mississipi 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, and Mississipi, with the Oneydo, 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

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

only for flat boats from 5 to 30 tons, except as high as the tide flows; 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 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.

wounded

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 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

* 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 peace or truce with the SAID Colonies, 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 Kentuck, and

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 land can be gotten; and the degree of population * necessary for manufactures cannot 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

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 part of the state.

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

come farmers ; for they will not be confined to manufactures, when they can get much greater profit by farming. *

No

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
	2,389,300	1000

* 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

No American articles are so necessary to us, as our manufactures, &c. are to the Americans, and

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 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.

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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 government 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 16 and under 50, are assessed at 18l. horses and cattle three years old and upwards; at 4l. each, under that age in proportion; 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: they 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 attor-

'American States, which is brought into Europe,
we

attornies, the lowest of which is directed by statute, to be 50*l.* and higher, in proportion to the visible extent of their practice. Traders and merchants are assessed from 20*l.* up to 1000*l.* 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 16 to 50, 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 fufee, 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 expences 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 2*s.* 6*d.* has already been imposed, besides the duties and excise. In short, it is calculated, that a farmer pays nearly 15*s.* 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 18*l.* and of course pay 63 shillings annual tax, although he cannot hire himself out to labour, on an average, at more than from 10 to 12*l.* sterling, by the year,

we may have at least as good and as cheap, if not better, * elsewhere. Both as a friend, and as an enemy,

even the best and stoutest labourers cannot get more; and all, without exception, from 16 years to 50, 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 lowest 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, 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

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 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

the strictest enquiry; it is found that they are, and the argument required it should be stated.

* 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.

years sinking 313,043l. sterling, granted for the expence of the war begun 1755, at the rate of 18d. in the pound on the annual value of real and personal property. Pennsylvania, although she never paid much above 20,000l. 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; 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

ded. The customs from the 5th of January, 1768, when the Board was established, to 1775, when the troubles began, amounted to about 290,000l. 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, and barely defrayed the expence of collecting.

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 was with-held by the several States. No treaty that could be made, would suit the different

* 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; or from 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 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.

interests.

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 enquiry 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; 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

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. It is said, that more goods have been sent to America in 1783, than that country could possibly pay for in three years. 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 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

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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, and that nearly four-fifths of their importations* will be from Great Britain directly. Where articles are nearly equal, the superior credit afforded by
 England

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 Appendix gives the balance or excess of exports to, and imports from the American States, and shews the large sums which the Northern States of America were enabled to pay us by means of their circuitous trade.

* 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 burdened 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.

England will always give the preference. The American will, doubtless, attempt to persuade the

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 transact 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

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 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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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.

* 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

we maintain the carrying trade, half the commerce of the American States, or less than half, without

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 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,

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without the expence of their government and protection, and without the extravagance of
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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 no 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; 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 62,700l. which is not a twelfth part of what she must now raise, without an attempt at having one ship of war, allowing very 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 lately 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
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bounties, would be infinitely better for us than the monopoly, such as it was.

Free ports at Bermuda, the Bahamas,* the West Indies, &c. have been suggested as means of assist-

a vast country, with a third less of people 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.

* We had better think of establishing the Loyalists on the Bahamas, in the best manner we can; inhabitants are wanting on these large and 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. abound in those islands. They should be encouraged to direct their views to navigation as the Bermudas 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

assisting commerce. 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. 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

tially 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 loyal forests, chafes, and waste of England. But where would they find the money to cultivate them? They might sell a part.

carrying

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 exceptionable;* but the allowing the produce and merchandize of the 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 merchandize 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

* 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.

foreign markets, should be subject to no burthen 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 risk, 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,

countries, and taking from thence produce and manufactures merely for 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 idea of opening ports in the manner now mentioned. The idea is suggested here for consideration, and may be worthy attention.† For the accommodation

* 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.

† 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

commodation 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

kind might have been, particularly at this moment, of the utmost advantage. A knowledge of the nature, extent, operation, influence, and charges of commerce, cannot be expected from Ministers in general, especially of those, the application of whose whole time to the business of keeping themselves in office, is barely sufficient for the purpose, (yet 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; and 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 anything 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 the Exchequer and Imprest, and the sinecure offices of the Customs, &c. 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.

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which there can be no doubt that the revenue suffers considerably, probably more than it gains by the sums retained at present for goods exported.* No drawbacks should be 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, vexations 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.

* In 1772, previous to the war, the import of tobacco into Scotland, was 45,259,675lb. duties 1,178,637l. the export that year was 44,423,412; drawback 1,156,859l. In 1773, the import of tobacco was 44,543,050lb. duties 1,159,975l. the export 46,389,518lb. the drawback 1,208,060. 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 934,282lb. 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.

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 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 be 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

understood, and well followed, this country may still be safe, and great. Ministers will find, when the

“ 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 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 burden 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

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the country understands the question, that the principle of the Navigation act must be kept entire,

“ 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 like-
 “ ly, not only to buy foreign goods dearer, but to sell
 “ 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 regu-
 “ lations 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 encourage-
 “ ment 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 Navi-
 “ gation, therefore, very properly endeavours to give
 “ the sailors and shipping of Great Britain the mono-
 “ poly of the trade of their own country; in some cases
 “ by absolute prohibitions, and in others by heavy bur-
 “ dens 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.”

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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 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

Restraints upon trade are for the general good of the empire. We may learn from the best writers upon the 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.

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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.

A P P E N D I X.

THE following Tables will afford abundant matter of observation to the intelligent. They are formed from authentic documents; a considerable part from a number of papers which were laid before the House of Commons, in consequence of a motion from the author; and this opportunity may be taken for mentioning, that all the calculations, and all the observations, 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 arguments 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 been, to select the most comprehensive, and the most useful.

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

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the most prosperous of our commerce, and during 1782, the year of the most general war the nation ever sustained. The 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.

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.

No. V. and VI. Give the export 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

Table No. IX. Gives the imports and exports of England, 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

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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. 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 smuggled 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.* 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 the unfavourable balance on the West-India commerce, amounting, during the same period, to 1,664,383*l.* ought to be taken into the account, as so large a sum had been admitted into the general balance against this country. About one third of that amount of the West-India produce, thus sent to this country, 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
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of the slaves sent by the merchants of this country from Africa to the West Indies, should be added; and such parts of the income of Irish estates also spent in Britain, and the great private fortunes which have come from India through other countries. 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. 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 remaining tables give the average of each ten years, from the year 1700 to the year 1780, of the imports and exports of England, to and from all parts, distinguishing each place. And the two last tables give the value of all imports and exports of England and Scotland, from Christmas 1780, to Christmas 1782, distinguishing each year and place. These, together, comprehend the trade of England during the whole of this century.

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

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 foregoing 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;

* When East-India matters have been brought forward, it was generally on different ground from that of commerce.

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 generally a balance of a million and a half yearly*, till the late Dutch war, which breaking out suddenly, procured a considerable effect on our exports in the year 1781, at the same period the imports increased very considerably, 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 rather more than the average annual exports of the war.

Our trade with Flanders has been very great, and latterly increased very much.

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 3,904,734*l.* 1*s.* 5*d.*

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

* It is well known that Holland could not consume all the articles she took from us, but carried them to Germany, the Baltic, &c.

of which is sent back to Russia manufactured, 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 10 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 is considerably more than a million and a half in our disfavour, yet 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, furnishing the means of farther profitable

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able 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 Baltick, 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 Streights, indeed, has much declined, and also our trade to Turkey; but whenever peace gives security, it appears there is still labour 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 proves 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 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 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
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can 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 great 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 employing ours, diminished as it must be, without sacrificing our marine. The system of sacrificing permanent interests, from a temporary im-

patience

patience 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, deserve. That memorable act is known to many, 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 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
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with any other, and has continued so, and to such a degree, that 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 an 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 a 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 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

mercial 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 have existed, is more trifling than the trade between many of the petty nations. We think it necessary to call France our natural enemy; if we must have a natural enemy, most 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.

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 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 300,000l. annually more than we should pay for the same quantity of wine from France*. The exchange of our manufactures of iron and steel, and earthen ware, for the wines of France would be advantageous to both countries; and other interchanges we could propose, might make it not desirable or necessary for her to force a competition in certain articles. Various other 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 capital, spirit, and enterprize, give us such

* We import above 12,000 tons of Portugal wines yearly, the prime cost of French wines is at least 20l. 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 6l. per hoghead. If the duties on French wines were not heavier than on Portugeze, the prime cost of the latter would be reduced half.

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advantages, that we should perhaps have little to fear from opening the ports of Britain *gradually, not suddenly*, to all the manufactures of France and Spain, and indeed of all nations, on condition that they shall open theirs to ours*.

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 the most mature deliberation.

It may be objected, that although it be necessary to prohibit any nation from trading with

* 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 should 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. An exception might be made in such a system, to the introduction of foreign plantation produce.

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 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 Baltick, in point of character and insurance, and the Dutch have this advantage over the north, notwithstanding the country on the Baltick builds cheaper than any other in the world

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 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,

* 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.

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and the cheaper shipping of the Baltick 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

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 of the Navigation act, any number of seamen are employed by us during peace*.

* 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, which no King of England, or Minister, since the revolution, has ventured to do.

Had

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 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 manufactures of Britain, are the people of Britain. Every emigrant consequently, from being the best customer,

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tomers, 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, was incurred a debt of upwards of — — £. 31,000,000

By the war of 1755, was 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 defending and retaining our Colonies, than the value of all the merchandize which we have ever sent

sent them: we have, in a great measure, disbursed this enormous sum, to secure the possession of a country which yielded us no revenue, and whose commerce called for but 1,655,902*l.* of the manufactures of Britain, taking the average of four years, from 1767 to 1770—So egregious has our impolicy been, in rearing Colonists for the sake of their custom. It answers, however, no good purpose to reflect any farther on past errors, than to render us more wise in future.

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, to Holland, and to 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 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 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 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, 1,105,824l. 3s. $\frac{1}{2}$ 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 valuable 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

* 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

Musquito Shore directly, being put against the 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 ap-

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 200,000l. 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 10,000l. 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.

pears, 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. 4 $\frac{3}{4}$ d. 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. 7 $\frac{1}{4}$ d. of this, 352,637l. 5s. 10 $\frac{1}{4}$ d. 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 1487,055l. 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 2d. to 3d. per pound, and outwards at from 3d. to 7d. per pound; and rice inwards at from 6s. to 9s. per cwt. and outwards at from 7s. to 12s. 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

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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 consequences; 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 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

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,

* 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 by our merchants into the revolted provinces. The real exports of England, then, to those provinces would be 1,531,206*l.* instead of 1,331,206*l.* the average annual export of ten years to the American States, as in the annexed Tables, and as the whole imports from those states into England were only valued at 743,560*l.* 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 20*s.* in the pound,

is meant the trade to the West Indies, Africa, and all parts of Europe, except Great Britain.

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 17 4 $\frac{1}{4}$	
New York, New Jersey, and Pennsylvania, including Delaware counties. - - -	16,941,281 9 4 $\frac{1}{4}$	
	<hr/>	
Virginia & Maryland North and South Carolina - - -	30,837,569 6 9	£. s. d. 8,155,363 11 5 $\frac{1}{2}$
Georgia - - - - -	123,034 9 7	2,611,671 13 10
Excess of exports to the provinces north of Maryland - - -	<hr/>	<hr/>
	30,960,603 16 4	10,767,035 5 3 $\frac{1}{2}$
	<hr/>	
Balance or excess of exports to America over the excess of imports - - -		20,193,568 11 0 $\frac{1}{2}$

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 net produce, at least to the value of more than one million a year in Great Britain. This demonstrates the

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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.

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 proclamations, as restraining the intercourse and commerce between the American States and Britain. Whatever restrictions exist, are not new,
but

but arise from fundamental principles of all colonization, and of course take place. The proclamations are almost all of them relaxations of our commercial principles, and 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 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: 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 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

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 will be the principal articles of export from those provinces to 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.

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 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,

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 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,

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 to the building and navigating our ships. If a bounty is allowed on the importation of timber and plank from Canada and our other colonies, the
business

business of ship-building may be carried on with great advantage in Great Britain, and our artificers will be employed and kept at home.

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 superior 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 even extend to our fisheries, in which no actual citizen of America should be employed to the exclusion of the subjects 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

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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 attention of foreigners to participate a trade of which our superior 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

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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 forbear 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

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 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 com-

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merce, 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 increase demanded 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 is, at this day, covered with ships, which lie at the wharfs for want of purchasers or freights. The government too is daily augmenting the numbers, by offering ships to sale, and discharging 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 a few 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,

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 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 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.*

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* Exertions must be somewhere during war; but it may be remarked, that the expence of defending the West-India

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 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

West-India islands by sea alone during the last war, cost Britain a larger sum than would purchase the fee simple of those islands. The detention of our fleet in the West Indies, was a principal cause of the loss of America. But there is nothing to be complained of more than the prodigious sums which have been spent in forming sugar plantations, when they might have been so much better employed at home.

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, or 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

* Every man knows the evasions in tonnage; and, that in ordinary cases, the real tonnage is at least one third more than the registered.

take back ruin. 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 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.

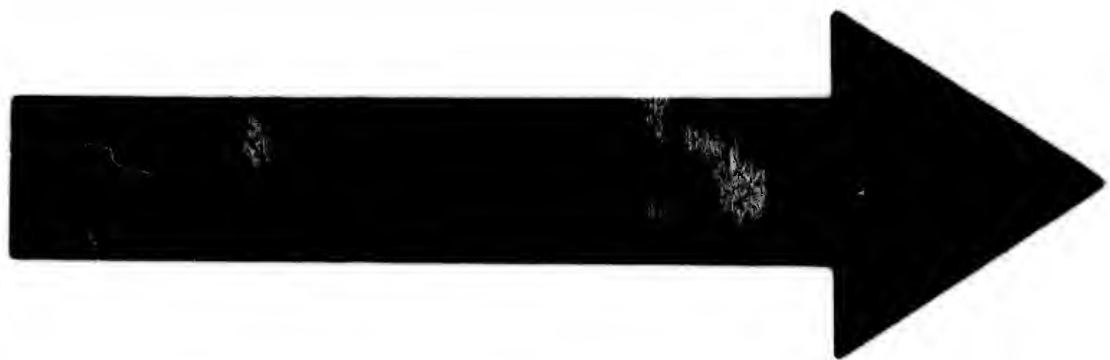
In short, the candid part of the Americans acknowledge, it cannot be expected we should give up our navigation principles; and add, that as long as we preserve them, we shall keep the game in our own hands.

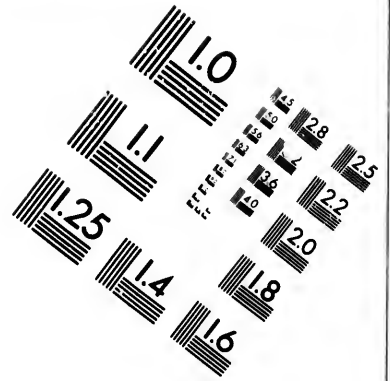
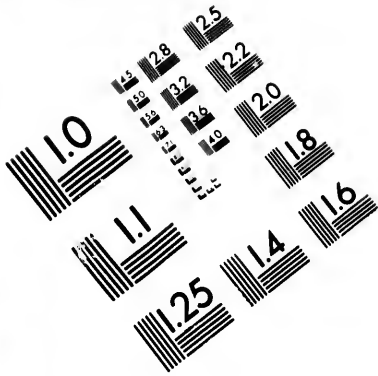
The unsettled condition of the American States since the preliminaries of peace were ratified, and the turn of affairs there, which might well have been foreseen, by no means justify any gratuities on the part of this country, which, in the present situation of things, cannot afford any sacrifices. We 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
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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 the 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.

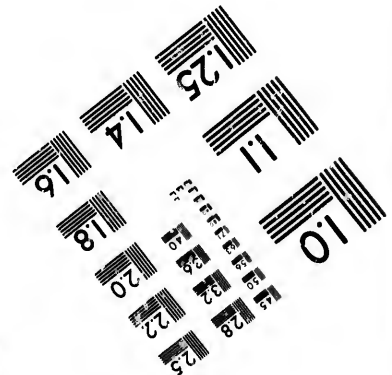
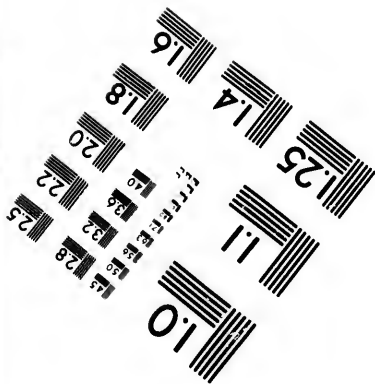
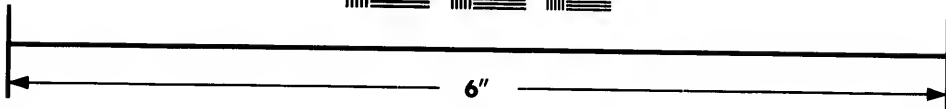
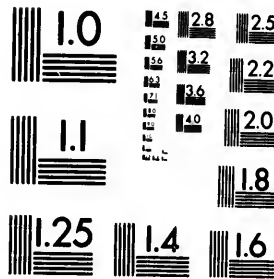
If the American States had any thing to grant by any kind of commercial treaty, it may be well doubted whether they would keep it farther than suited their convenience; and of this we may form a judgment by their proceedings since they received the preliminaries of peace, which in no instance have they fulfilled. In short, every 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 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





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cendancy it has acquired in commerce, will command 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 to the over-stock of goods in the different markets of America, we were at first misinformed. The ill-forted cargoes which had been sent during the
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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, afforded 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 execu-

* 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. 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 most heavy duty on wine—a ship arrived—a merchant paid 1200l. dutie. 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.

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tion of their orders which are sent here, including every article, precisely 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*.

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* 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 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;

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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 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 la-

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 they 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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bour. The accumulations of the merchants and others, are not now thrown, as formerly, into farther trade; 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 great unfunded debt and immoderate issue of navy bills, 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, must affect trade; but the scarcity does not entirely 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.

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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 which, with other causes, namely, that all the great powers in Europe, and also the American States have been borrowing more money than could be easily supplied, the present scarcity is much to be attributed.

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 wants in some measure by the notes of the Caisse d'Escompte, which has since failed. Holland having had a superabundance 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 depression.—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

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lenders to government.—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 above mentioned purposes, perhaps has diminished the circulation of gold coin 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. But when Europe has had a little time to recover, there is reason to hope, if this country should have a capable administration, that may find itself sufficiently firm and supported to undertake proper measures, that public credit will be strengthened, the stocks will recover their former tone, and in proportion as public credit is invigorated, private credit will be restored, and plenty of money will once more appear.

High interest of money has always been considered as destructive to manufactures and trade †, and low interest seems peculiarly necessary for

* Upwards of one million, of quarters of foreign corn have been imported in 1783.

† 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 7 per cent. in Pennsylvania 6 per cent. in South Carolina 8 per cent. and in Virginia, where it was lowest, 5 per cent.

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establishing them, the best writers on the subject attribute the great commercial prosperity of the Dutch to the lowness of interest, namely 3 per cent. but our manufactures are so well established, 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 manufactures 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.

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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 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 heedlessly 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

* 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.

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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 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 ensure 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.*

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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 fises, might found fisheries to rival Holland*. To establish her fisheries,

* Although that ancient nursery of the Dutch marine, the herring fishery, has decreased in number of buffes 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, calks, 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 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 20 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 undersell 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.

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 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 mereft 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 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

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 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. 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.

A BILL

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B I L L

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 :

Be it therefore enacted and declared by the King's Most Excellent Majesty, by and with the advice and consent of the Lord's Spiritual and
Temporal,

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 at the ports of Great-Britain, which hitherto have not been applicable to, or demand-
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*Regulation of
Subjects of
United States of*

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able from, the inhabitants of the several 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 independent sovereign States; but the merchandizes and goods on board such ships or vessels

fels 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 foresaid, 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 be it further enacted, That during all the time herein before limited, there shall be the same drawbacks,

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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,

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 Parliament, 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

" 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 the 20th day of April, 1784. His Ma-
 jesty 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,
 tar, turpentine, indigo, masts, yards and bowsprits,
 being the growth or produce of any of the
 United States of America, may (until farther or-
 der) be imported directly from thence into any of
 the ports of this kingdom, either in British or Ame-
 rican 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 en-
 tered and landed in any port in this kingdom,
 upon payment of the same duties as the like sort
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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, 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 hereinafter 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 net weight

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 hereinbefore 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,

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ties, 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 of any of the said United States of America may (until further 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

in 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, any part of the said United States, since the said 20th day of this instant December.

And the Right Honourable the Lords Commissioners 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.

THE TABLES hereto annexed, formed from the most authentic information that can be obtained, have not hitherto been published, or brought together in the same point of view. They may be useful to 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. Many new Tables are added since the last edition; several of the former Tables are thrown into one; and those in which the information could be considered in any degree doubtful are omitted.

1771 to 1782, distinguishing England from Scotland, and
the

COCHINEAL.

1, 1782.

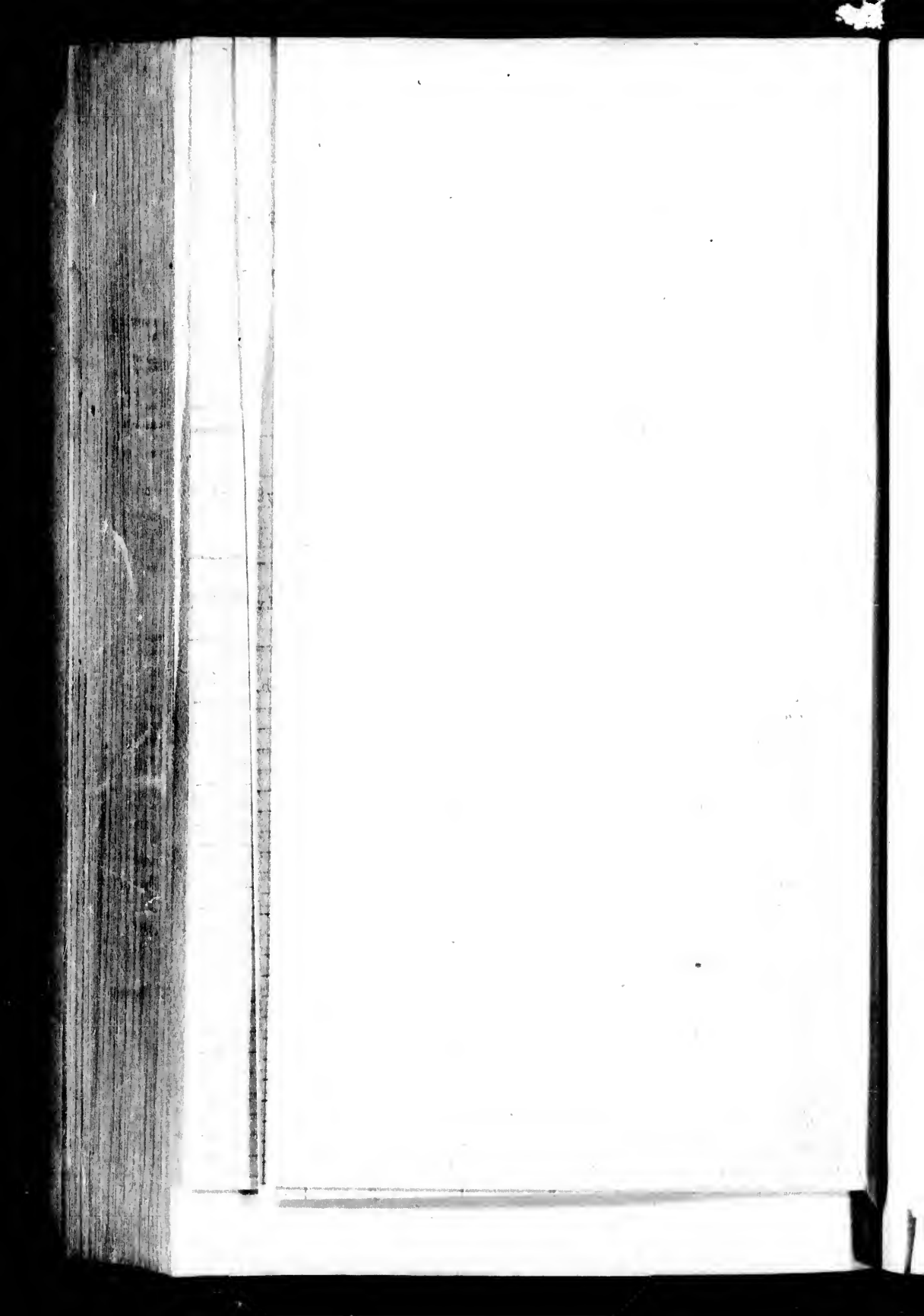
KYNS, Assistant Inspector-General.

May 1, 1782.

ARDNER, for the Inspector of Imports and Exports.

AN ACCOUNT of all Rice, Indigo, Tobacco, Cochineal, imported into and exported from Great Britain, for two Years, viz. from the particular Countries to which these Articles were exported, or from w

	R I C E.								I N D I G O.							
	England, 1773.		Scotland, 1773.		England, 1782.		Scotland, 1782.		England, 1773.		Scot. 1773.		England, 17			
	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imp.	Exp.	Imp.	Exp.	Imp.	Exp.		
	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.		
Africa	45 1 25	6489 3 3	—	—	12 14	57 2 4	—	—	—	—	—	—	—	—		
Canaries	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Denmark and Norway	—	6619 2 8	—	63 1 14	—	1302 3 16	—	—	—	4023	—	—	—	—		
East Country	—	3904 18	—	—	—	56 1 4	—	—	—	414	—	—	—	—		
East Indies	4 1 7	—	—	—	4 3 20	30 1	—	—	—	—	—	—	25535	26		
Flanders	—	24910 3 12	—	—	—	1280 2 12	—	—	67413	14049	—	—	78070	26		
France	—	31085 3 20	—	—	—	—	—	—	15070	48727	—	—	—	—		
Germany	—	15241 10	—	7027 3	—	1748 3 2	—	608	650	113770	—	—	2330	58		
Greenland	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Holland	—	242903	—	—	—	—	—	—	2100	46352	—	—	—	—		
Ireland	—	1690 2 11	—	155 3 3	—	—	—	—	443	6701	—	—	6373	40		
Isle of Man	—	4	—	—	—	—	—	—	—	—	—	—	—	—		
Italy	—	1650 2	—	—	135 3 3	4 2	—	—	—	107527	—	—	—	10		
Madeira	—	—	—	—	—	—	—	—	—	850	—	—	—	—		
Portugal	—	5712 2	—	402 2 16	2404 1 14	—	—	—	30	735	—	—	27508	—		
Poland	—	—	—	2892 1 11	—	—	—	—	—	—	—	—	—	—		
Russia	—	1279 10	—	—	—	—	—	—	—	69347	—	—	—	33		
Spain	—	10057 2 20	—	—	—	—	—	—	17442	2220	—	—	200	—		
Streights	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Sweden	—	1822	—	—	—	—	—	—	—	—	—	—	—	12		
Turkey	—	579	—	—	6 1 14	—	—	—	—	47371	—	—	—	—		
Venice	—	—	—	—	1 2 7	—	—	—	—	13333	—	—	—	—		
Island of Guernsey	—	—	—	—	—	—	—	—	—	13245	—	—	—	—		
Island of Jersey	—	—	—	—	—	—	—	—	—	—	—	—	—	1120		
North America, viz.	—	47 3	—	—	—	—	—	—	—	—	—	—	—	—		
New Providence	—	—	—	—	—	—	—	—	5760	148	—	—	—	—		
Canada	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Carolina	370290 2 5	—	8492 1 27	—	76 1 19	784 1 25	—	56 1 27	1107660	—	1811	—	133683			
Florida	—	—	—	—	—	—	—	—	14685	—	—	—	125533	—		
Georgia	72469 1 10	—	3350	—	13 13	—	—	—	55380	—	767	—	13070	—		
Hudson's Bay	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
New England	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Newfoundland	—	46 1 4	—	—	—	—	—	—	11339	—	—	—	—	—		
New York	2454 3 14	—	—	—	60 1	—	—	—	1200	—	—	—	11660	—		
Nova Scotia	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Pennsylvania	3857 3 18	—	—	—	—	—	—	—	20945	—	—	—	—	—		
Virginia and Maryland	—	14 7	—	—	—	—	—	—	3432	86	346	—	—	—		
West Indies	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Anguilla	—	1 7	—	—	—	—	—	—	—	—	—	—	—	—		
Antigua	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Barbadoes	—	—	—	—	—	—	—	—	—	—	—	—	—	875		
Boninica	—	—	—	—	—	—	—	—	1020	—	—	—	—	—		
Granada	—	—	—	—	—	—	—	—	66782	—	—	—	—	—		
Jamaica	—	—	—	—	—	29 6	—	—	47883	—	—	—	—	23368		
Montserrat	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Nevis	—	—	—	—	—	—	—	—	—	—	—	—	—	115		
St. Kitts	—	—	—	—	1 2 10	—	—	—	—	—	—	—	—	70		
St. Lucia	—	—	—	—	—	—	—	—	—	—	—	—	—	1027		
St. Vincent	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
St. Martins & Demerara	—	—	—	—	—	—	—	—	—	—	—	—	—	1241		
St. Thomas's	—	—	—	—	—	—	—	—	—	—	—	—	—	8843		
Tobago	—	—	—	—	—	—	—	—	2200	—	—	—	—	4050		
Tertola	—	—	—	—	—	—	—	—	—	—	—	—	—	37872		
New Orleans	—	—	—	—	—	—	—	—	—	—	—	—	—	64200		
Honduras	—	—	—	—	—	—	—	—	43793	—	—	—	—	—		
Falkland Islands	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Bermud	—	—	—	—	—	—	—	—	5000	—	—	—	—	2900		
Muzquit Shore	—	—	—	—	—	—	—	—	27749	—	—	—	—	—		
St. Eustacia & St. Croix	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
	457122 1 23	361334 3 18	11842 2 6	10541 3 16	2710 2 2	5357 3 8	—	664 1 27	1518552	604898	2924	—	569443	18		



AN ACCOUNT of all Sugar, Rum, th

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A N ACCOUNT of all Sugar, Rum, Coffee, imported into and exported from Great Britain, for two Years, viz. from Christ

particular Countries to which these Articles were exported, or from

	SUGAR.								RUM.				
	England, 1773.		Scotland, 1773.		England, 1782.		Scotland, 1782.		England, 1773.	Scotland, 1773.		England	
	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	Imported.	Exported.	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.	
Africa	—	268 10	—	—	—	125 11	—	—	131145	—	—	—	—
Canaries	—	—	—	—	—	—	—	—	588	—	—	—	—
Denmark and Norway	—	124 3 3	—	—	—	—	—	—	3370	—	—	—	—
East Country	—	20	—	—	—	70 21	—	—	4293	—	—	—	—
East Indies	—	212 3 16	—	—	—	379 1 24	—	—	25503	—	—	—	—
Flanders	—	15	—	—	—	1865 2 26	—	—	10521	—	—	—	—
France	—	—	—	62 2	—	—	—	—	575	—	—	—	—
Germany	1514 1 2	—	—	—	—	2562 2 8	—	1722 1 26	6824	—	—	—	—
Greenland	—	—	—	—	—	—	—	—	—	—	—	—	—
Holland	—	147 2 14	—	1 3 10	—	—	—	—	18108	—	3159 1/2	—	—
Ireland	—	38 3 6	—	55513 2 22	—	77812 10	—	6735 1 8	538557	—	60374	—	—
Isle of Man	—	117 3 21	—	—	—	796 3 10	—	—	25582	—	—	—	—
Italy	—	174 3 14	—	—	—	7 1	—	—	17085	—	—	—	—
Madeira	—	—	—	—	—	4	—	—	—	—	—	—	—
Portugal	—	—	—	—	—	—	—	—	769	—	—	—	—
Poland	—	—	—	—	—	—	—	—	—	—	101	—	—
Ruffia	—	—	—	—	—	252 21	—	—	1935	—	—	—	—
Spain	—	—	—	—	—	235 1	—	—	18409	—	—	534	—
Streights	—	—	—	—	—	—	—	—	—	—	—	—	—
Sweden	—	2341 2 21	—	8 3 24	—	—	—	—	478	—	—	—	—
Turkey	—	—	—	—	—	—	—	—	226	—	—	—	—
Venice	—	38 3 4	—	—	—	—	—	—	3370	—	—	—	—
Island of Guernsey	—	—	—	—	—	—	—	—	1352	—	—	—	—
Island of Jersey	—	—	—	—	—	—	—	—	—	—	—	—	—
North America, viz.	—	—	—	—	—	—	—	—	—	—	—	—	—
New Providence	—	1 26	—	—	—	—	—	—	10057	—	—	—	—
Canada	—	—	—	—	—	—	—	—	767	—	—	—	—
Carolina	51 1 7	—	—	87 3 2	—	899 1 11	—	59 3 19	1764	—	—	226 1/2	—
Florida	24 1 4	—	—	—	—	—	—	—	980	—	104	—	—
Georgia	—	—	89 2 7	7 3	—	—	—	—	1568	—	—	—	—
Hudson's Bay	—	—	—	—	—	34 1	—	—	79	—	—	203	—
New England	—	—	—	—	—	—	—	—	233	—	—	—	—
Newfoundland	—	—	8 3 24	70	—	—	—	—	544	—	—	—	—
New York	1 2	—	—	1	250	—	—	—	422	—	—	—	—
Nova Scotia	—	1 2 5	—	2	—	—	—	—	1641	—	—	—	—
Pennsylvania	—	—	—	1	—	—	—	—	337	—	—	—	114
Virginia and Maryland	—	—	—	—	—	—	—	—	111	—	—	—	—
West Indies	1019 3 14	1 3 12	—	833 26	—	—	—	—	551	—	—	—	265
Antigua	8085 1 25	—	3080 23	20 1 11	149181 1 6	—	5498 1 24	172 3 24	3297	—	5055 1/2	—	142198
Anguilla	—	—	—	—	24422 9	—	—	—	—	—	—	—	70
Barbadoes	—	2	—	11 2 14	74636	—	—	—	8629	—	—	—	9573
Dominica	110911 2 4	—	—	—	—	—	—	—	10951	—	—	—	—
Granada	44128 2 7	—	—	—	—	—	—	—	63664	—	—	—	—
Jamaica	198159 2 21	—	4519 1 7	13 1 3	—	—	—	—	10951	—	—	—	—
Monerrat	1017091 1 7	2	40866 3 16	43 1 27	654077 3 20	—	36144 1 9	16 3 22	1994478	15 2 1/2	12741 2 1/2	—	1295597
Nevis	33776 25	—	—	—	31268 2 19	—	—	—	2343	—	—	—	504
St. Kitts	27430 1 11	—	2939 9	2 3	32891 2 22	—	—	—	4426	—	—	—	18307
St. Lucia	106368 1 18	—	4289 1 13	18 24	165139 3	—	—	—	6664	—	—	—	90120
St. Vincent	—	—	—	—	91749	—	—	—	—	—	—	—	8744
St. Martins & Demerara	58691 1 7	—	2392 3 11	11 2 27	—	—	—	—	—	—	—	—	—
St. Thomas's	—	—	—	—	22963 11	—	—	—	—	—	—	—	—
Tobago	—	—	—	—	—	—	—	—	—	—	—	—	—
Tortola	14153 3 17	—	—	—	30 3 2	—	—	—	26071	—	—	—	—
New Orleans	30 26 3 24	—	—	—	66412 3 1	—	—	—	3171	—	—	—	179
Honduras	—	—	—	—	—	—	—	—	975	—	—	—	5779
Falkland Islands	—	—	—	—	—	—	—	—	—	—	—	—	—
Bermudas	—	—	—	—	99 14	—	—	—	—	—	—	—	—
Mufquito Shore	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Eustatia & St. Croix	5843 3 12	—	12101 1 23	—	1993 1 26	—	—	—	23	—	—	—	5437
	1731664 3 1	145465 14	70287 2 21	56673 1 25	1315025 3 17	85176 2 7	57487 3 18	8919 26	2138031	828803	143655 1/2	72338 1/2	158798 1/2

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ports.

T O T A L S,
No. 111

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.

Imported into England.		Exported from England.		
Years.	Cwt. qrs. lb.	London.	Out Ports.	Total.
		Cwt. qrs. lb.	Cwt. qrs. lb.	Cwt. qrs. lb.
1773	427129 1 23	73933 2 5	287401 1 13	361334 3 18
1774	415359 3 2	67536 0 18	236651 2 8	304187 2 26
1775	577146 0 22	59782 1 1	323698 0 18	383480 1 19
1776	6436 0 27	36420 0 8	6682 3 15	43102 3 23
1777	13016 1 20	20047 1 25	5477 1 6	25524 3 3
1778	11431 0 3	5049 2 21	4861 2 22	9911 1 15
1779	65 0 14	576 2 5	1018 1 0	1594 3 5
1780	822 3 14	721 3 6	204 0 16	925 3 22
1781	40146 2 12	15055 0 4	5696 2 19	20751 2 23
1782	2716 2 2	4994 3 2	1063 0 6	5357 3 8

C O C H I N E A L.

Years.	Imported into England.		Exported from England.		
	Pounds Wt.		London.	Out Ports.	Total.
1773	—	169245	Pounds Wt. 44093	Pounds Wt. 60	Pounds Wt. 44153
1774	—	238415	44695	0	44695
1775	—	198053	59948	188	60136
1776	—	211147	37200	405	37605
1777	—	194159	18888	395	19283
1778	—	130255	21913	2047	23960
1779	—	100891	8780	4742	13522
1780	—	99057	8744	3758	12502
1781	—	124566	12713	5307	18020
1782	—	184516	18451	4238	18875

1770	211147	37200	405	37605
1777	194159	18888	395	19283
1778	130255	21913	2047	23960
1779	100891	8780	4742	13522
1780	99057	8744	3758	12502
1781	124566	12713	5307	18020
1782	184216	18445	4222	14662

I N D I G O

Years	Imported into England.		Exported from England.		
		Pounds Wt.	London.	Out Ports.	Totals.
1773	—	1518552	596391	8507	604898
1774	—	1917055	640510	7118	647628
1775	—	2454811	611025	13745	624770
1776	—	785671	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	—	569443	141214	41148	182362

SUGAR.

Years.	Imported into England.		Exported from England.								
	Cwt.	qrs. lb.	London.		Out Ports.		Totals.				
1773	1731664	3 1	Cwt. 59017	qrs. 0	lb. 3	Cwt. 86448	qrs. 0	lb. 11	Cwt. 145465	qrs. 0	lb. 14
1774	1962403	1 0	103461	2	21	81412	3	21	184874	2	14
1775	1940069	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	0 9	14627	2	24	82507	0	17	97134	3	13
1781	1026177	0 14	39000	2	0	95036	3	8	134037	1	8
1782	1315025	3 17	6665	0	17	78511	2	10	85176	2	27

R U M.

Years.	Imported into England.		Exported from England.		Totals.
		Gallons.	London.	Out Ports.	
1773	—	2138631	464591	364212	828803
1774	—	1705338	309020	329363	638383
1775	—	2309977	166515	523786	690301
1776	—	3346759	224267	241410	465677
1777	—	2069644	248216	574064	822280
1778	—	2457084	139521	486869	646390
1779	—	2161878	251004	481654	732658
1780	—	1621148	483355	337174	820529
1781	—	1229987	116373	45859	162232
1782	—	1587981	274913	117232	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.

Custom-House, London, May, 1, 1783.

JOHN TOMKYN, Assistant Inspector-General.

1782 — 1587981 || 274913 | 117232 | 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.

Custom-House, London, May, 1, 1783.

JOHN TOMKYN, 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.

Years.	R I C E		Indigo. lb.	Cochineal.		TOBACCO.			SUGARS.			Molasses.			RUM.	
	Cwt.	qs.		Cwt.	qs.	Unmanufac- tured. lb.	Man- fact. lb.	Cwt.	qs.	lb.	Cwt.	qs.	lb.	Gallons.		
															lb.	lb.
1773	11842	2	0	0	44543050	0	70287	2	21	0	12	1	143655½			
1774	241	2	0	0	41348295	30	66157	0	10	0	0	0	183602			
1775	589	1	0	0	45803154	0	81000	2	21	22	22	2	188153½			
1776	0	0	1	0	7423363	100	57135	3	8	253	0	0	268058			
1777	94	3	0	0	294890	267	80253	3	4	545	1	1	200084½			
1778	1590	0	0	0	2884374	6	117285	2	4	2939	0	3	51120			
1779	31	1	0	1	3138404	12	97481	0	12	803	1	22	194352			
1780	220	1	0	17½	5125638	157	77041	3	10	0	0	0	145025½			
1781	2682	3	0	1	1952243	100	58379	1	11	0	0	0	144521½			
1782	0	0	0	1	2624807	175	57497	3	18	0	0	0	150743½			

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.

Years	RICE.				Indigo lb.	Cochineal	TOBACCO.				SUGARS.								Molasses.		Rum.
	Cwt.		lb.				Manu- factured	Not manu- factured	Refined.		Raw.		Cwt.		lb.		Cwt.	qs.	lb.	Gallens.	
	qs.	lb.	qs.	lb.			lb.	lb.	Cwt.	qs.	lb.	qs.	lb.	Cwt.	qs.	lb.	Cwt.	qs.	lb.		
1773	10541	3	16	0	0	41783	46347735	1235	1	18	55438	0	7	0	0	0	0	72338½			
1774	73	0	0	18	0	62742	33794322	1575	2	8	38911	3	19	0	0	0	0	50745			
1775	5	0	0	0	0	95352	30228949	1354	3	24	46178	1	0	7	0	0	0	151041			
1776	0	0	0	0	0	234216	23467162	1742	2	4	30087	2	7	40	1	25	0	48575½			
1777	1244	3	7	672	0	109009	5406668	4343	1	12	34899	2	3	215	2	5	0	130290			
1778	1413	2	1	245	0	77986	2296622	2488	1	2	63056	2	3	96	2	0	0	186598½			
1779	3	3	2	56	0	128923	2339649	1456	0	2	48634	1	2	651	0	3	0	409133			
1780	0	0	0	696	0	104304	3024867	2653	3	19	27045	0	1	569	0	26	0	56951			
1781	860	2	15	2680	0	213322	1574735	1308	2	9	37719	0	11	840	3	20	0	63243			
1782	664	1	27	0	0	233458	700837	878	3	2	8060	1	24	216	3	12	0	138438½			

IV.

America, the Islands, between the 5th Day of January,
 January, 1771.

FROM THE BRITISH

Q U A N T I T I E S

		£.	s.	d.
56 cwt. 2 qrs. 24 lbs.	24 lbs.	15	20	16
0 20	20		44	16
lbs. at 4s. 6d.			979	4
772 gallons, at 1s.			11588	12
3,784 ditto, at 1s.			1704	19
29 lbs. at 6d.			862	4
56 cwt. 1 qr. 6½ lbs.	6½ lbs.			5

63243
 138438
 20 12
 3 3
 840 216
 11 24
 37719 0 1 24
 8060 1 24
 3 9 2
 2 2 3
 1308 878
 1574735 700837
 233458
 0 0 0
 2680 0 0
 0 15 27
 0 2 1
 860 664
 1780 1781 1782

NUMBER IV.

AN ACCOUNT of the Goods and Produce imported into the several Provinces in North America
1770, and the 5th of Januar

Species of Merchandize.	FROM THE SOUTHERN PARTS OF EUROPE.		FROM AFRICA.		FROM THE NORTHERN PARTS OF EUROPE.
	Quantity.	Value.	Quantity.	Value.	
		£. s. d.		£. s. d.	
Coffee, British	-	-	-	-	4072 cwt. 2
Ditto, foreign	-	-	-	-	12 0
Indigo, foreign	-	-	-	-	4352 lbs. at 4
Molasses, British	-	-	-	-	227,772 galls
Ditto, foreign	-	-	-	-	3,408,784 dit
Pimento, British	-	-	-	-	34,529 lbs. at
Sugar brown, foreign	-	-	-	-	35,056 cwt.
Wine of the Azores	-	-	-	-	-
Annatta	763,125 1/2 tons, at 9s. 6ol.	45309 17 7 1/2	-	-	-
Cotton, British	-	-	-	-	195 casks, at
Ditto, foreign	-	-	-	-	133,800 lbs.
Cocoa, British	-	-	-	-	222,791 ditto.
Ditto, foreign	-	-	-	-	121,238 lbs. a
Cash in coin	-	-	-	-	455,351 ditto.
Fustick	-	-	-	-	3213l. 14s. 8d.
Ginger, British	-	-	-	-	362 tons, 9 c
Hides, ditto	-	-	-	-	637 0
Ditto, foreign	-	-	-	-	10168 No. at
Ivory	-	-	-	-	11737 No. at
Iron, old	-	-	-	-	1573 lbs. at 3
Limes, British	-	-	-	-	51 tons, 7 cw
Ditto, foreign	-	-	-	-	2543 barrels,
Logwood	-	-	-	-	443 ditto, at 1
Lignumvitæ	-	-	-	-	3027 tons, 15
Cedar, posts	-	-	-	-	68 tons, 10 c
Molasses, duty paid at Dominica	-	-	-	-	827 No. at 2s.
Mahogany	-	-	-	-	8908 gallons,
Negroes	-	-	2266 No. *	906.10	814 tons, 14 f
Pimento, warehoused	-	-	-	-	620 No. at 40
Rum	-	-	-	-	886 lbs. at 6d.
Salt, West-India	-	-	-	-	3,888,370 galls
Sugar, brown, British	-	-	-	-	500,484 bushe
Ditto, clayed	-	-	-	-	66,417 cwt. 3
Ditto, warehoused	-	-	-	-	147 1
Sarsaparilla, British	-	-	-	-	659 2
Ditto, foreign	-	-	-	-	16,424 lbs. at
Skins, calf	-	-	-	-	3148 ditto, at
Ditto, deer	-	-	-	-	128 No. at 2s.
Turtle, shell	-	-	-	-	3750 lbs. at 1s
Wine, duty paid in the West Indies	-	-	-	-	230 ditto, at 6
Bees wax	-	-	-	-	3 tuns, 45 gall
Salt, southern parts of Europe	521,225 bushels, at 1s.	26061 5	-	-	1200 lbs. at 1s.
Barwood	-	-	-	-	-
Ebony	-	-	4164 pieces, at 1s.	208 4	-
Ivory	-	-	3 tons, 11 cwt. at 41 10s	15 19 6	-
Wax, bees	-	-	194 No. and 5439 lbs.	3270 17	-
Dye wood	-	-	17225 lbs.	861 5	-
Hides	-	-	70 tons, at 9os.	315	-
			166 No. at 7s.	58	-
		71871 2 7 1/2		95369 7 6	

* The importation of slaves is this year considerably under the medium importation.

J M B E R IV.

... in North America, the Islands of Newfoundland, Bahama and Bermuda, between the 5th Day of January, and the 5th of January, 1771.

FROM THE BRITISH AND FOREIGN WEST INDIES.		T O T A L S.		
Value.	Quantity.	Value.		
£. s. d.		£. s. d.	£. s. d.	
	4072 cwt. 2 qrs. 24 lbs. at 8d.	15204 16	4072 cwt. 2 qrs. 24 lbs.	15204 16
	12 0 20	44 16	12 0 20	44 16
	4352 lbs. at 4s. 6d.	979 4	4352 lbs.	979 4
	227,772 gallons, at 1s.	11388 12	227,772 gallons	11388 12
	3,408,784 ditto, at 1s.	170439 4	3,408,784 ditto	170439 4
	34,529 lbs. at 6d.	863 4 6	34,529 lbs.	863 4 6
	35,056 cwt. 1 qr. 6½ lbs.	49078 16 7½	35,056 cwt. 1 qr. 6½ lbs.	49078 16 7½
	196 casks, at 2l. 12s.	980	196 casks	980
	133,800 lbs. at 1s.	6690	133,800 lbs.	6690
	222,791 ditto, at 1s.	11139 11	222,791 ditto	11139 11
	121,238 lbs. at 6d.	3030 19	121,238 ditto	3030 19
	455,351 ditto, at 6d.	22767 11	455,351 ditto	22767 11
	3213l. 14s. sterling	3213 14	3213l. 14s. sterling	3213 14
	362 tons, 9 cwt. 4 lbs. at 4l. 10s.	1631 8	362 tons, 9 cwt. 4 lbs.	1631 8
	637 0 14 at 16s.	509 14	637 0 14	509 14
	10168 No. at 7s.	3558 16	10,168 No.	3558 16
	11737 No. at 7s.	4107 19	11,737 ditto	4107 19
	1573 lbs. at 3s.	235 19	1573 lbs.	235 19
	51 tons, 7 cwt.	153 10	51 tons, 7 cwt.	153 10
	2543 barrels, at 15s.	1907 5	2543 barrels.	1907 5
	443 ditto, at 15s.	332 5	443 ditto	332 5
	3027 tons, 15 cwt. at 4l. 10s.	13624 17 6	3027 tons, 15 cwt.	13624 17 6
	68 tons, 10 cwt. at 4l. 10s.	274 5	68 10	274 5
	827 No. at 2s.	82 14	827 No.	82 14
	8908 gallons, at 1s.	4454	8908 gallons	4454
	814 tons, 14 stone, and 1,231,514 sq. feet.	20280 6	814 tons 14 stone, and 1,231,514 sq. feet	20280 6
906 10	620 No. at 40l.	24400	620 No.	115040
	886 lbs. at 6d.	22 3	886 lbs.	22 3
	3,888,370 gallons, at 2s. 3d.	437441 12 6	3,888,370 gallons	437441 12 6
	500,484 bushels, at 1s.	25024 4	500,484 bushels	25024 4
	66,417 cwt. 3 qrs. 3lbs. at 1l. 15s.	116231 2 2	66,417 cwt. 3 qrs. 3 lbs.	116231 2 2
	147 1 12 2l. 5s.	331 10 4	147 1 12	331 10 4
	659 2 19 and 40 hhds 315 lbs. at 1l. 8s.	2365 10 9	659 2 19 and 40 hhds 315 lbs.	2365 10 9
	16,424 lbs. at 2s. 3d.	1847 14	16424 lbs.	1847 14
	3148 ditto, at 2s 3d.	354 3	3148 ditto	354 3
	128 No. at 2s. 6d.	16	128 No.	16
	3750 lbs. at 1s.	187 10	3750 lbs.	187 10
	230 ditto, at 6d.	11 5	230 ditto	11 5
	3 tuns, 45 gallons, at 60l.	190 14 3	3 tuns, 45 gallons	190 14 3
	1200 lbs. at 1s.	60	1200 lbs.	60
			521,225 bushels	26061 5
			4164 pieces	208 4
			3 tons, 11 cwt.	15 19 6
			194 No. 5439 lbs.	3270 17
			17,225 lbs.	861 5
			70 tons	315
			166 No.	58 2
208 4				
15 19 6				
3270 17				
861 5				
315				
58				
5369 7 6		949656 7 6		1123096 12 11

this year considerably
ation.

Custom House, Boston, 1st of October, 1771.

THOMAS IRVING,

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

AN AC

Years	C	100	11	14	£	€
1773						
1774						
1775						
1776						
1777						
1778						
1779						
1780						
1781						
1782						

A N A C C O U N T of the Quantity, with a

Rice	74073 barrels, at 2l. 5 ⁰ / ₂	1 ¹ / ₄
Ditto, duty paid	-	1
Rough rice	-	-
Sugar, loaf, American,	-	-
Saffafras	-	-
Snake root	73 tons, 19 cwt. 1 qr. :	6
Silk, raw	980 lbs. at 1s. 6d.	-
Soy	541 lbs. 9 oz. at 1l.	-
Soap	47 ¹ / ₂ dozen, at 2l. 14s.	3
Sago powder	-	6
Stones, fawed	34 barrels, and 4078 lbs	6
Starch	-	-
Shoes, American	-	5
		2 ¹ / ₄

Species of Merchandize.	G R E A T B R I T A I N.			I R E L A N D.			S O U T H E R N P A R T S O F E U R O P E.									
	Quantity	Value.			Quantity	Value.			Quantity.	Value.						
		£.	s.	d.		£.	s.	d.		£.	s.	d.				
Athes, por	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																
Bucks																
Bran																
Charcoal																
Chairs, riding																
Waggons																
Cortex, elutheria	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	6	14167 lbs. at 1s. 3d.	885	8	3			
Ditto, tallow										1630 at 5d.	23	19	2			
Ditto, wax																
Coals, American, from North Hampshire																
Cydr and beer																
Castorium	7465 lbs. at 4s. 6d.	1679	12	6												
Capillare	73 hlds.	219														
Chocolate										50 lbs. at 9d.		1	17			
Coidage, American																
Earthen ware																
Fish dried	22086 quintals, at 12s.	13251	12		450 at 12s.		270			431386 quintals, at 12s.	258331	12				
Ditto, pickled	123 barrels, at 15s.	92	5		25 barrels at 15s.		18	15		307½ barrels, at 15s.	230	12				
Flax seed	6780½ buhels, at 2s. 3d.	762	16	1	305083 buh. at 2s. 3d.	34321	16	9		749 ditto.	84	5				
House furniture, chairs																
Cases, drawers																
Desks										No. 9. at 2l. 10s.		22	10			
Tables										No. 6. at 10s.		3				
Grain, viz. Corn					150 buhels, at 1s. 6d.		11	5		175221 buhels, at 1s. 6d.	13141	11				
Oats										3421 ditto, at 1s.	171	1				
Wheat	11739 buhels, at 3s. 6d.	2056	6	6	149985 buh. at 3s. 6d.	26247	7	6		588561½ ditto, at 3s. 6d.	10299	4				
Gensang	74604 lbs. at 4d.	1243	8													
Ground nuts (South Carolina)																
Grindstones																
Hemp	86 tons, 1 qr. 14 lb. at 1l. 10s.	129	11	3												
Honey	1080 lbs. at 9d.	40	10		4410 lbs.		165	7	6	3600 lbs. at 9d.	135					
Hides	2651 No. at 7s.	927	17													
Horns	62156 No. at 18s.	55	18	9	1600 No.		1	8	9							
Hay																
Iron, bar	2102 tons, 6cwt. 3qrs. 14lbs. at 15l.	31535	3	1	85 tons, 5 cwt. at 15l.	1273	15			47 tons, 12 cwt. at 2l.	95	4				
Ditto, cast										10	7	10				
Ditto, pig	5747 tons, 4cwt. at 5l.	28736			267 tons, 10 cwt.	1337	10			2 3 qrs. 16lb.	2	3				
Ditto, wrought																
Indigo	584593 lbs. at 4s. 6d.	131533	8	6												
Lamp black																
Lime, quick																
Leather, tanned																
Bailey										268 buhels, at 2s. 4d.	32	5				
Oil, whale	5202 tuns, 33 gallons, at 15l.	78031	19	3	22 tuns, 64 gallons	333	16	2		174 tuns, 207 gallons	2622	6				
Ditto, finfeed	165 gallons, at 4s. 6.	37	2	6												
Ore, copper	40 tons, 13 cwt. at 21l.	853	13													
Ditto, lead	6 12 at 11l.	82	10													
Provisions, viz. Bread and flour	262 16	2890	16		3583 tons, 2 cwt. 1lb.	39414	4	9		18501 tons, 10cwt. 1 qr.	203516	12				
Beef and pork										244½ at 2l. 2s. 6d.	519	11				
Butter																
Cheese																
Hams	57 buhels, at 3l.	171			38 bls.		114									
Meal																
Potatoes																
Rum, New England	600 gallons, at 1s. 3d.	37	10		7931 gallons	495	13	9		45310 gallons	2831	17				
Rofin	195 barrels, at 1l. 5s.	243	15													
Reeds	42000 No. at 18s.	36	6	9						3000 reeds		2	14			
Rice	74073 barrels, at 2l. 5s.	16666	1	5						36296½ barrels	81667	2				
Ditto, duty paid																
Rough rice																
Sugar, loaf, American,										600 lbs. at 7½d.		18	15			
Sassafras	73 tons, 19 cwt. 1 qr. at 28l.	2070	19							2 tons, 10cwt.		70				
Snake root	930 lbs. at 1s. 6d.	73	10													
Silk, raw	541 lbs. 9 oz. at 1l.	541	11	3												
Soy	47½ dozen, at 2l. 14s.	128	5													
Soap										550 lbs. at 6d.		13	15			
Sago powder	34 barrels, and 4078 lbs. at 3s. 6d.	1903	13													
Stones, fawed																
Starch										4000 lbs. at 6d.		100				
Shoes, American																
				527549	8	10½					104053	2	8			
												668038	2	18		

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R,

OUT

TOTAL OF EXPORTS FROM NORTH AMERICA.

		Quantity.	Value.		
			£.	s.	d.
8	d.		19448	33	1 $\frac{1}{4}$
227	1	7064 barrels			
174	1	3479 tons, 19 cwt. 3 qrs.	15059	18	10 $\frac{1}{2}$
		373	1674	6	1
		1830 pairs	91	10	
		890 gallons	44	10	
3	100	1074 tons, 16 feet, and 1192534 ft.	21353	1	6
		100 fets	50		
		27 No.	810		
252		11030 lbs.	275	15	
925	6	59397 gallons	6682	3	3
		1712 cwt. 2 qrs 18 lbs.	2297	14	6
396		5 60 2 4	981	7	6
538	2	141428 lbs.	15910	13	
7	9	99 tons, 135 gallons	5972	7	5
		146 tons, 18 cwt.	661	1	
			<hr/>		
			81554	17	
			<hr/>		
4	94		34377	14	7 2 $\frac{1}{4}$

IRVING,
America, and Register of Shipping.

Species of Merchandize.	G R E A T B R I T A I N .			I R E L L	
	Quantity	Value.			Quantity
		£.	s.	d.	
	Brought forward	527548	8	10½	
Ship stuff	—	—	—	—	—
Onions	—	—	—	—	—
Pease and beans	—	—	—	—	—
Naval stores, viz Pitch	8265 barrels, at 7s.	2892	15	—	—
Tar, common	78115 ditto, at 6s.	23434	10	—	—
Ditto, green	653 barrels	261	4	—	—
Turpentine	15125 ditto, at 8s.	6050	—	—	—
Masts	2027½ tons, No. 289	15000	—	—	—
Yards	418 tons, 20 No. at 1l.	438	—	—	—
Bow-sprits	598 and No. 25	623	—	—	—
Live stock, viz. Cattle	—	—	—	—	—
Horses	—	—	—	—	—
Poultry	—	—	—	—	—
Sheep and hogs	—	—	—	—	—
Skins, viz. Deer, drest	314347 ½ lbs. at 2s.	31434	15	—	185 lbs
Ditto, raw	485275 ditto, at 1s. 1d.	26285	14	7	—
Calf	—	—	—	—	—
Seal	—	—	—	—	—
Tobacco	84997 hogshheads, 2 ½ d. and 2 ¼ d. per lb.	904981	14	—	—
Turpentine oil	11 barrels, at 2l. 10s.	27	10	—	—
Tallow and lard	800 lbs. at 5d.	16	13	4	—
Tortoise shell	593 ditto	29	13	—	—
Turtle (from Bahama)	10700 ditto, at 5d.	222	18	4	—
Turnery	—	—	—	—	—
Wax bees	62794 ditto, at 1s.	3139	14	—	10980 lbs.
Whale fins	112971 ditto, at 2s. 6d.	19121	—	—	—
Walnut, black	68 tons, 22 ft. & 1004 sq. ft. at 30s. 6os. m.	105	15	11	6 tons
Lumber, boards, &c. pine	4939506 feet, at 26s. m.	6421	7	1	72080 feet
Ditto oak	1041337 ditto, at 2l. 10s.	2603	7	6	256761 ditto
Clap boards	1500 ditto, at 2l. m.	9	—	—	—
Cedar boards	31176 ditto, at 3l.	93	10	6	—
Wood, fire	—	—	—	—	—
Blocks	—	—	—	—	—
Boats	—	—	—	—	—
Booms	—	—	—	—	—
Hoops	18912 tNo. at 2l. 5s.	42	11	—	—
Ditto, trufs	—	—	—	—	—
Handspikes	4451 No. at 4½ d.	83	4	1	—
House frames	—	—	—	—	—
Lath wood	430 ½ cords, at 16s.	344	8	—	—
Laths	18000 No. at 7s.	6	6	—	—
Posts, cedar	No. 8, at 8d.	—	5	4	—
—	07052 feet, at 6l. 5s.	612	4	2	—

NUMBER, VI. CONTINUATION OF No. V.

IRELAND.		SOUTHERN Parts of EUROPE.		AFRICA.		BRIT
Quantity	Value.	Quantity.	Value.	Quantity.	Value.	
	£. s. d.		£. s. d.		£. s. d.	
	104053 2 8		668038 18 10 $\frac{1}{4}$		20947 6 3	
—	—	7327 bar. at 1l. 5s.	9158 15	—	—	640 barrel
—	—	14000 ropes, at 2d.	116 13 4	—	—	1918 bush
—	—	1046 bushels, at 4d.	209 4	—	—	49337 bus
—	—	—	—	57 barrels	19 19	822 barrel
—	—	—	—	134 ditto	40 4	3173 ditto
—	—	—	—	—	—	—
—	—	—	—	82 ditto	32 16	1807 ditto
—	—	—	—	—	—	2 tons, No
—	—	—	—	—	—	3 No.
—	—	—	—	—	—	—
—	—	—	—	—	—	3184 ditto
—	—	—	—	—	—	6692 ditto
—	—	—	—	—	—	2615 $\frac{1}{2}$ doz
—	—	—	—	—	—	12797 No
185 lbs	18 10	—	—	—	—	—
—	—	—	—	—	—	144 ditto
—	—	—	—	—	—	24 ditto
—	—	—	—	9300 lbs. at 2 $\frac{1}{4}$ d.	87 3 9 $\frac{3}{4}$	3 hhds. 16
—	—	—	—	—	—	130 barrels
—	—	—	—	450 lbs. at 5d.	9 7 6	183893 lb
—	—	—	—	—	—	—
—	—	—	—	—	—	5600 ditto
—	—	—	—	—	—	5520 feet
10980 lbs.	549	50529 lbs.	2526 9	2400 ditto, at 1s.	120	1820 lbs.
—	—	—	—	—	—	—
6 tons	9	—	—	—	—	—
72080 feet	94 17 5	461578 feet	600 1	4800 feet	62 8	34429458
25676 ditto	641 18	24500 lbs.	61 5	—	—	1292710
—	—	—	—	—	—	20000 No
—	—	—	—	—	—	—
—	—	—	—	—	—	70 cords
—	—	—	—	500 feet, at 6d.	12 10	198 No. a
—	—	—	—	8 No. at 7l.	56	62 No.
—	—	—	—	—	—	1 No. and
—	—	7072 No.	15 8 2	8500 ditto	19 2 6	3817899
—	—	—	—	—	—	177 fets
—	—	—	—	No. 48 at 4d.	18	1392 No.
—	—	—	—	—	—	163 ditto
—	—	—	—	—	—	—
—	—	—	—	—	—	17720 dit
—	—	—	—	500 feet	3 2 6	74362 feet
8186 5 8		1680402				

C A.			BRITISH AND FOREIGN WEST INDIES.					
Value.			Quantity.			Value.		
<i>l.</i>	<i>s.</i>	<i>d.</i>				<i>l.</i>	<i>s.</i>	<i>d.</i>
20947	6	3				620298	8	11 $\frac{1}{4}$
—	—	—	640 barrels	—	—	800	—	—
—	—	—	1918 bush. 388319 bun. 127600 lb.	—	—	6378	16	1
—	—	—	49337 bushels	—	—	9867	8	—
19	19	—	822 barrels	—	—	287	14	—
40	4	—	3173 ditto	—	—	951	18	—
—	—	—	—	—	—	—	—	—
32	16	—	1807 ditto	—	—	722	16	—
—	—	—	2 tons, No. 112	—	—	566	—	—
—	—	—	3 No.	—	—	3	—	—
—	—	—	—	—	—	—	—	—
—	—	—	3184 ditto	—	—	14328	—	—
—	—	—	6692 ditto	—	—	60228	—	—
—	—	—	2615 $\frac{4}{6}$ dozen	—	—	1177	—	1
—	—	—	12797 No.	—	—	4478	19	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
—	—	—	144 ditto	—	—	18	—	—
—	—	—	24 ditto	—	—	2	8	—
87	3	9	3 hhds. 164162 lbs. at 2 $\frac{1}{4}$ d.	—	—	1569	—	4 $\frac{1}{2}$
—	—	—	30 barrels	—	—	75	—	—
9	7	6	183893 lbs.	—	—	3831	2	1
—	—	—	—	—	—	—	—	—
—	—	—	5600 ditto	—	—	116	13	4
—	—	—	5520 feet	—	—	138	—	—
120	—	—	1820 lbs.	—	—	91	—	—
—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—
62	8	—	34429458 feet	—	—	44758	—	—
—	—	—	1292710 ditto	—	—	3231	15	6
—	—	—	20000 No.	—	—	40	—	—
—	—	—	—	—	—	—	—	—
—	—	—	70 cords	—	—	28	—	—
12	10	—	198 No. and 100 feet	—	—	14	18	—
56	—	—	62 No.	—	—	434	—	—
—	—	—	1 No. and 500 inches	—	—	50	—	—
19	2	6	3817899 No.	—	—	8590	5	—
—	—	—	177 fets	—	—	53	2	—
18	—	—	1392 No. at 4d.	—	—	23	4	—
—	—	—	163 ditto	—	—	3260	—	—
—	—	—	—	—	—	—	—	—
—	—	—	17720 ditto	—	—	6	4	—
—	—	—	—	—	—	—	—	—
3	2	6	74362 feet	—	—	464	15	2
—	—	—	11116141	—	—	33348	8	5

INDIES.

TOTAL OF EXPORTS FROM NORTH AMERICA.

Value.			Quantity.	Value.		
£.	s.	d.		£.	s.	d.
20298	8	11 $\frac{1}{4}$	7964 barrels -	19448	33	1 $\frac{1}{4}$
800			402319 bunch. 127600lb. 1918 buf.	9958	15	
6378	16	1	50383	6495	9	5
9867	8		9144 barrels	10076	12	
287	14		81422	3200	8	
951	18		653 barrels	24426	12	
			17014	261	4	
722	16		2029 $\frac{1}{2}$ tons, 401 No.	6805	12	
566			418 tons, 23 No.	15566		
3			598 tons, 25 No.	441		
			3184 No.	623		
14328			6692 ditto	14328		
60228			2615 $\frac{4}{8}$	60228		
1177		1	12797 No.	1177		1
4478	19		314532 $\frac{1}{2}$	4478	19	
			485275	31453	5	
18			144 No.	26285	14	7
2	8		24 ditto	18		
1569		4 $\frac{1}{2}$	41 barrels	2	8	
75			185143	906637	18	1 $\frac{1}{2}$
3831	2	1	593	102	10	
			16300	3857	2	11
116	13	4	5560	29	13	
138			128523	339	11	8
91			112971	138		
			74 tons, 22 feet, and 1004 sq. feet.	6426	3	
44758			39951524	19121	7	6
3231	15	6	2615308	114	15	11
40			24500	51936	19	4
			31176	6538	6	
28			70 cords	49		
14	18		600 feet, 198 No.	93	10	6
434			70 No.	28		
50			No. 1, and 500 inches	27	8	
8590	5		3852383	490		
53	2		177 fets	50		
23	4		5891 No.	8667	16	8
3260			163 ditto	53	2	
			430 $\frac{1}{2}$	107	6	1
6	4		35720	3260		
			8 No.	344	8	
464	15	2	172815	12	10	
33348	8	5	20546326			5 4
				1080	1	10
				61618	19	5

House frames							
Lath wood	—	430 ½ cords, at 16s.	—	—	344	8	—
Laths	—	18000 No. at 7s.	—	—	6	6	—
Posts, cedar	—	No. 8, at 8d.	—	—	—	5 4	—
Cars	—	97953 feet, at 6l. 5s.	—	—	612	4 2	—
Staves and heading	—	4921020 ditto, 3l.	—	—	14763	1 2	2828762 feet
Shingles	—	18000 ditto, at 8s.	—	—	7	4	—
Shook hogheads	—	—	—	—	—	—	—
Spars	—	567 No. at 4s.	—	—	53	8	—
Ship pumps	—	—	—	—	—	—	—
Trunnels	—	45900 No. at 15s.	—	—	34	8 6	4300 No,
Timber, pine	—	10582 tons, 2 feet, at 8s.	—	—	4232	16 5	50 tons
Ditto, oak	—	3710 28 at 18s.	—	—	3339	12 7	10 5 feet
Ditto, maple	—	686 36 at 18s,	—	—	618	4 2	—
Ditto, wheel	—	464 pairs, at 4d.	—	—	7	14 8	11219 pairs, 100 sets
Ditto, cedar	—	196 tons, 5 feet, at 11. 5s.	—	—	245	3 1	—
Lockstocks	—	2.600 No. at 4d.	—	—	36	—	—
Furs, value	—	—	—	—	91485	14 9	—
					1686654	4 6	
Cotton	—	34725 lbs. 1s.	—	—	1736	5	—
Cocoa	—	1000 ditto 6d.	—	—	25	—	4650 lbs.
Camwood	—	1 ton, 17 cwt. at 4l. 10s.	—	—	8	6 6	—
Coffee	—	—	—	—	—	—	—
Fustic	—	957 tons, 11 cwt. 1 qr. 4l. 10	—	—	4309	7 ½	—
Ginger	—	36 cwt. 2qrs. 14lb. at 16s.	—	—	29	6	—
Ivory and teeth	—	No. 236, and 2786 lbs. at 3s.	—	—	2187	18	—
Logwood	—	2805 tons, 3cwt. 2 qrs, at 4l. 10s.	—	—	12623	5 9	—
Lignumvitæ	—	365 14 1 at 4l. 10s.	—	—	1645	19 1	6 cwt.
Mastick (from Bahama)	—	—	—	—	—	—	—
Molasses	—	—	—	—	—	—	—
Mahogany	—	887 tons, 6 ft. and 985853 square ft. at 3d.	—	—	17646	1 3	187 ts. 10ft. & 157697f. ft.
Ditto, bedposts	—	No. 20, at 10s.	—	—	10	—	5 sets
Negroes	—	—	—	—	—	—	—
Pimento	—	8508 lbs. at 6d.	—	—	212	14	—
Rum, West-India	—	36622 gallons, at 2s. 3d.	—	—	4121	2	10704 gallons
Sugar, brown, foreign	—	1712 cwt. 2 qr. 18lb. 1l. 8s.	—	—	2397	14 6	—
Ditto, British	—	—	—	—	—	—	—
Saraparilla	—	135929 lbs. 2s. 3d.	—	—	15292	3	—
Wine of the Azores	—	49 tons 61 ½ gallons, at 6ol.	—	—	2954	12 10	4 tons, 165 gallons
Ebony	—	146 tons, 18 cwt. 4l. 10s.	—	—	661	1	—
					65860	6 9 ½	
					1752514	11 3 ½	

						103 ditto
						17720 ditto
762 feet	8486 5 8	1680403		5041 4 2	500 feet	3 2 6 74362 feet
		32000		12 16		11116141
		549 No. at 2s. 6d.		68 12 6	30 No.	38928857
		14 ditto		2 16		62099
No,	3 4 6					267 No. and 600
ns	20	64 ½ tons		25 16		No 40
5 feet	9 2 3	10 3 feet		9 1 4		315 tons, 10 feet
9 pairs, 100 fets	193 13					144 tons
						6 tons, 230 feet,
	114078 13 6			685920 6 4¼		21381 16 6
o lbs.	116 5	19184 lbs. at 6d.		479 12		458 lbs.
						287 ditto
					17 cwt.	47 12
						8 tons
		40 cwt. 20 lb. at 16s.		32 2 11		
		74 tons, 16 cwt. 1 qr.		3036 13 ½		3 tons
vt.	1 7	tons		13 10		1830 pairs
					890 gallons	44 10
ts. 10ft. & 157697f.ft.	3094 14	300 feet, at 3d.		26 5		46884 feet
ts	2 10					75 fets
						27 No.
04 gallons	1204 4	2522 lbs.		63 1		2810 gallons
		9251 gallons, 2s. 3d.		10 14 9		
		396 tons, 2 cwt. at 35s.		693 17 6	54 cwt.	94 10
		5387 lbs. 2135		606 9		110 cwt. 1 qr. 4
ns, 165 gallons	279 5				1 tun, 210 galls.	112 lbs.
						43 tons 302 ga
	4698 5 10			5991 17 ½		296 12
	118776 19 4			691912 3 5		21678 8 6.

Custom House, B

Inspector General of the

—	—	17720 ditto	—	—	6	4	35
—	—	—	—	—	—	—	8
—	3 2 6	74362 feet	—	—	464	15 2	17
—	—	11116141	---	---	33348	8 5	20
—	—	38928857	---	---	15571	10 10	38
—	3 15	62099	—	---	7762	7 6	62
—	—	267 No. and 600 inches	—	—	70	—	84
—	—	No 40	—	—	200	—	40
—	—	—	—	—	—	—	50
—	—	315 tons, 10 feet	—	—	126	2	1
—	—	144 tons	—	—	129	12	1
—	—	—	—	—	—	—	1
—	—	—	—	—	—	—	2
—	—	6 tons, 230 feet, 2976 pofts	—	—	156	19 9	2
—	—	—	—	—	—	—	2
—	—	—	—	—	—	—	—
21381 16 6					844178 14 9 $\frac{1}{4}$		
—	—	458 lbs.	—	—	22	18	3
—	—	287 ditto	—	—	7	3 6	2
—	—	—	—	—	—	—	1
—	47 12	—	—	—	—	—	1
—	—	8 tons	—	—	36	—	9
—	—	—	—	—	—	—	2
—	—	—	—	—	—	—	3
—	—	3 tons	—	—	13	10	1
—	—	1830 pairs	—	—	91	10	8
—	44 10	—	—	—	—	—	1
—	—	46884 feet	—	—	586	1	1
—	—	75 fets	—	—	37	10	1
—	—	27 No.	—	—	810	—	2
—	—	—	—	—	—	—	1
—	—	2810 gallons	—	—	316	2 6	1
—	—	—	—	—	—	—	—
—	94 10	110 cwt. 1 qr. 4 lbs.	—	—	193	—	—
—	—	112 lbs.	—	—	—	12 12	—
galls.	110	43 tons 302 gallons	—	—	2628	9	—
—	—	—	—	—	—	—	—
296 12					4754 16		
21678 8 6.					848933 10 9 $\frac{1}{4}$		

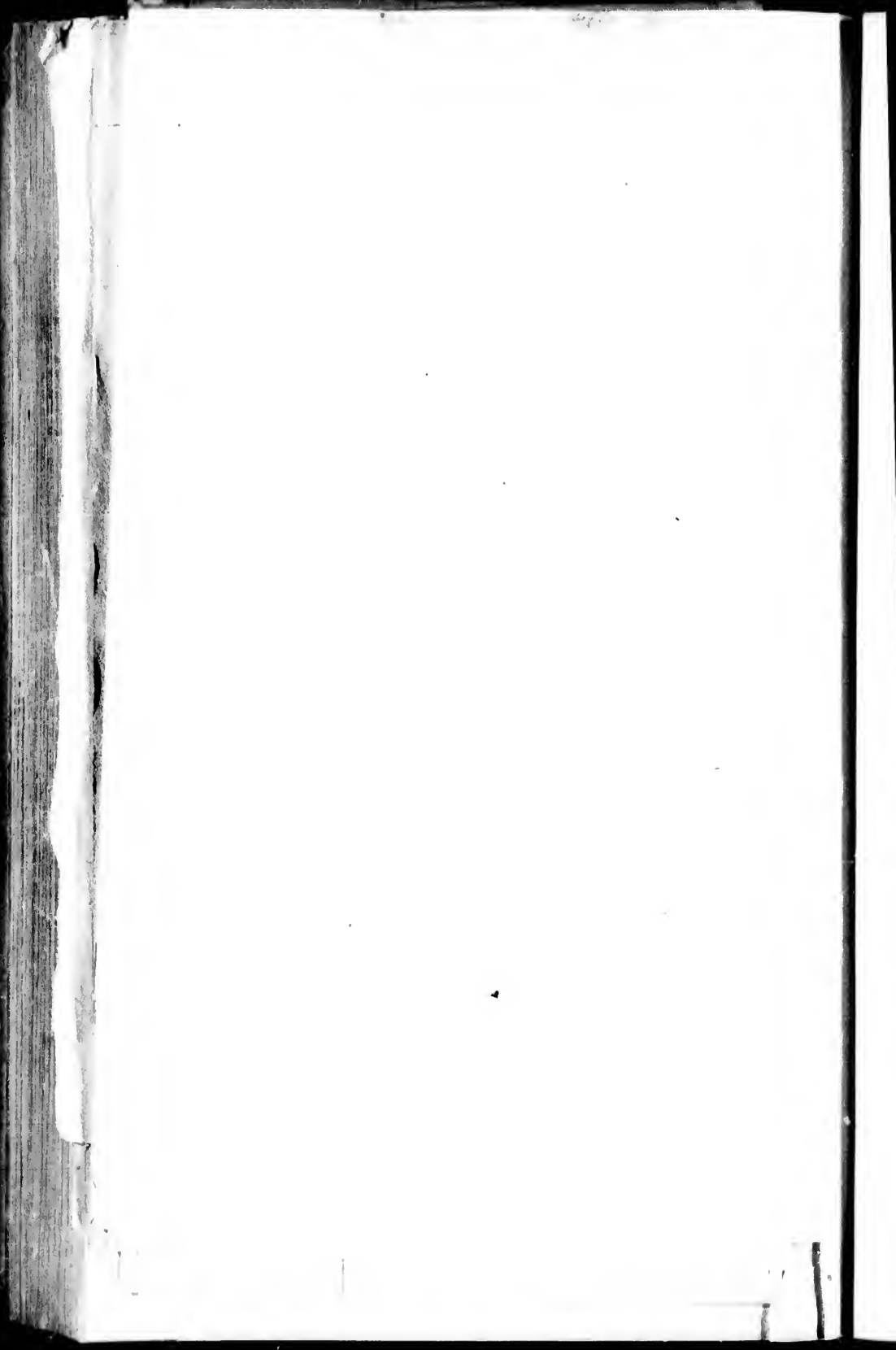
Custom Houfe, Boston, 1ft of October, 1771,

THOMAS IR
Inspector General of the Imports and Exports of North Amer

6	4	35720	—	—	12	10
—	—	8 No.	—	—	5	4
464	15	172815	—	—	1080	1
33348	8	20546326	—	—	61618	19
15571	10	38978857	—	—	15591	10
7762	7	62678	—	—	7834	15
70	—	848 No. and 600 inches	—	—	126	4
200	—	40 No.	—	—	200	—
—	—	50200	—	—	37	13
126	2	11011 tons, 32 feet	—	—	4404	14
129	12	3874	36	—	3487	8
—	—	686	26	—	618	4
—	—	11683 pairs, 100 fets	—	—	201	7
156	19	202 ts. 5 ft. & 230 sq. ft. 2976 posts	—	—	402	2
—	—	21600	—	—	36	10
—	—	—	—	—	91485	14
844178	14	—	—	—	3356159	10
—	9 $\frac{1}{4}$	—	—	—	—	2 $\frac{1}{4}$
22	18	35183	—	—	1759	3
7	3	25121	—	—	628	6
—	6	1 ton, 17 cwt.	—	—	8	6
—	—	17 cwt.	—	—	47	12
36	—	965 tons, 11 cwt. 1 qr.	—	—	4345	7 $\frac{1}{2}$
—	—	76	3	6	61	8
—	—	236 No. and 2786 lbs.	—	—	2187	18
—	—	3479 tons, 19 cwt. 3 qrs.	—	—	15659	18
13	10	373	1	—	1674	6
91	10	1830 pairs	—	—	91	10
—	—	890 gallons	—	—	44	10
586	1	1074 tons, 16 feet, and 1192534 ft.	—	—	21353	1
37	10	100 fets	—	—	50	6
810	—	27 No.	—	—	810	—
—	—	11030 lbs.	—	—	275	15
316	2	59397 gallons	—	—	6682	3
—	6	1712 cwt. 2 qrs 18 lbs.	—	—	2397	14
193	—	5 60	2	4	981	7
12	12	141428 lbs.	—	—	15910	13
2628	9	99 tons, 135 gallons	—	—	5972	7
—	—	146 tons, 18 cwt.	—	—	661	1
4754	16	—	—	—	81554	17
848933	10	—	—	—	3437714	7
—	9 $\frac{1}{4}$	—	—	—	—	2 $\frac{1}{4}$

tober, 1771,

THOMAS IRVING,
 ports of North America, and Register of Shipping.



AN ACCOUNT of the Number of Vessels, with

I N W A R

Great Britain and Ireland.			Southern Parts of Europe & Africa.			British and Foreign West Indies.			Continental B.
Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails.	Sloops.	Tonnage.	Topfails
90	12	7136	29	1	2892	2	2	185	25
20	—	2570	1	—	60	1	4	215	6
20	—	2465	3	—	515	—	8	335	4
7	1	1200	—	—	—	66	100	10300	11
105	10	13916	49	31	6213	83	276	19917	37
5	2	400	1	2	101	73	123	7121	16
2	1	210	—	—	—	39	180	8656	10
57	1	5722	34	14	3354	57	169	8695	21
—	—	—	2	1	140	—	17	365	—
76	—	7917	162	4	15010	133	115	15883	27
101	—	13693	46	2	5005	35	56	5093	23
151	—	21236	40	5	4403	75	111	9547	30
49	1	6202	4	2	440	30	104	5930	11
70	—	10163	18	2	2256	67	132	10588	31
19	—	2275	7	1	795	31	54	4618	8
2	—	120	1	1	107	—	2	70	—
3	1	365	—	1	70	1	6	150	5
1	2	100	1	—	75	—	17	282	4
2	2	230	—	1	35	1	43	1172	1
780	33	95920	398	68	41471	694	1519	108802	2702

The Tonnage given into the Register is upon an Average Measurement, in order to evade Duties and Expence, such than counterbalanced by the Tonnage being in many instances as often as the Vessel sails from Port in the same Year.

AN ACCOUNT of the Number of Vessels, with their Tonnage, which have entered Inwards
belonging, between the 5th of January, 1

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	Newfoundlan
20	—	2570	1	—	60	1	4	215	6	15	1275	28	19	4120	Canada -
20	—	2465	3	—	515	—	8	335	4	123	5048	27	131	8363	Nova Scotia
7	1	1200	—	—	—	66	100	10300	11	97	3802	84	198	15362	New Hampsh
105	10	13916	49	31	6213	83	276	19917	37	656	35225	274	973	65271	Massachusetts
5	2	400	1	2	101	73	123	7121	16	394	11045	95	521	18667	Rhode Island
2	1	210	—	—	—	39	180	8656	10	415	10357	51	596	19223	Connecticut
57	1	5722	34	14	3354	57	169	8695	21	247	7768	169	431	25539	New York
—	—	—	2	1	140	—	17	365	—	23	513	2	41	1018	Jerfies - -
76	—	7917	162	4	15010	133	115	15883	27	287	12091	398	306	50901	Pennsylvania
101	—	13693	46	2	5005	35	56	5093	23	121	6686	205	179	30477	Maryland -
151	—	21236	40	5	4403	75	111	9547	30	201	9617	296	317	44803	Virginia -
49	1	6202	4	2	440	30	104	5930	11	272	8391	94	379	20963	North Carolin
70	—	10163	18	2	2256	67	132	10588	31	172	6797	186	306	29504	South Carolin
19	—	2275	7	1	795	31	54	4618	8	65	2226	65	120	9914	Georgia -
2	—	120	1	1	107	—	2	70	—	44	1019	3	47	1316	East Florida
3	1	365	—	1	70	1	6	150	5	19	749	9	27	1334	West Florida
1	2	100	1	—	75	—	17	282	4	56	1369	6	75	1826	Bahama -
2	2	230	—	1	35	1	43	1172	1	57	1725	4	103	3162	Bermuda -
780	33	95920	398	68	41471	694	1519	108802	270	2142	118887	3299	4919	365100	

The Tonnage given into the Register is upon an Average, about a third less than the real Measurement, in order to evade Duties and Expence, such as Lights, &c.—But this is more than counterbalanced by the Tonnage being in many instances repeated two or three times, or as often as the Vessel fails from Port in the same Year.

N U M B E R VII.

ve entered Inwards and cleared Outwards in the several Provinces in North America, and the Islands thereunto
e 5th of January, 1770, and the 5th of January, 1771.

O U T W A R D S.

Tonnage.	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.
13337	31	13	2283	83	5	6998	5	3	585	8	10	965	127	31	10831
4120	13	1	1630	9	—	915	1	4	245	5	17	1345	28	22	4125
8362	16	—	2319	8	2	780	1	7	350	6	152	5950	31	161	9399
5362	16	1	1910	2	2	185	91	100	12419	15	118	5672	124	221	20192
5271	98	5	13778	43	31	5419	92	278	20957	49	738	30128	282	1052	70284
8667	14	2	955	10	9	755	69	124	6779	24	417	12172	117	552	20661
9223	5	1	426	2	1	180	38	224	9923	9	399	9734	54	625	20263
5539	74	1	7357	29	31	3018	47	142	7005	38	250	9273	188	424	26653
1018	—	—	—	—	—	—	—	26	648	2	21	533	2	47	1201
9001	74	—	7999	126	4	1395	156	116	14839	57	287	15421	413	407	49654
0477	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
0963	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	48	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	1685
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.

T H O M A S I R V I N G,

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

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ent of ca hama,		Totals.		
Sloops.		Topfails	Sloops.	Tonnage.
35	65	127	31	10831
15	85	28	22	4125
123	50	31	161	9399
97	78	124	221	20192
656	28	282	1052	70284
394	72	117	552	20661
415	34	54	625	20263
247	73	138	424	26653
23	33	2	47	1201
287	21	413	407	49654
121	52	223	172	33474
201	78	298	306	45179
272	49	99	386	21490
172	89	190	302	32031
65	45	68	119	10604
44	74	4	48	1476
19	80	10	31	1685
56	01	9	75	2079
57	38	4	154	4165
1421	15	2271	5135	385446

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Register of Shipping.

No. VIII.

150 Ships, 20 Men each, 3000, who catch 3900000 Fish.
 Other Tons - - - 20

414 Ships, - - - - 24500
 Which added to the former - - - - 27500 Men.
 564

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 } 975
 3900000 Mud Fish, = to - - - -

12465 Hhds. which are equal to 3116½ Tons.

V A L U A T I O N.

1149000 Quintals of Fish, at 10s. Sterling,	574500 0
3116½ 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
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 Louisburgh, 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
					<u>3400</u>
500 Shallops, caught each	-	300 Quintals of Fish,	- - - -	150000	
60 Brigs, &c.	- - - -	600 Do.	- - - -	36000	
					<u>186000</u>

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 GASPAY, came from FRANCE annually, Six Ships, at Sixty Men each.

	Ships.	Men.	Quintals.
Gaspay,	- - - -	6	18000
Newfoundland	{ Quadre - - - -	360	18000
Harbours.	{ Port au Bufque - - - -	360	18000
	{ Trois Isles - - - -	180	9000
Cape Breton	- - - -	93	186000
Other Ports to the Northward of Newfoundland, from France	} 300 - - - -	18000	900000
		<u>414</u>	<u>1149000</u>

M U D F I S H E R Y .

Ships.

Harbours.					
(Trois Isles	-	-	-	3	—
Cape Breton	-	-	-	93	—
Other Ports to the Northward of				300	—
Newfoundland, from France				18000	—
				414	—
				24520	—
				1149000	—

M U D F I S H E R Y.

Ships.	
Soudre	40
Olune and Goileux	60
Havre de Grace	10
St. Malo	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.

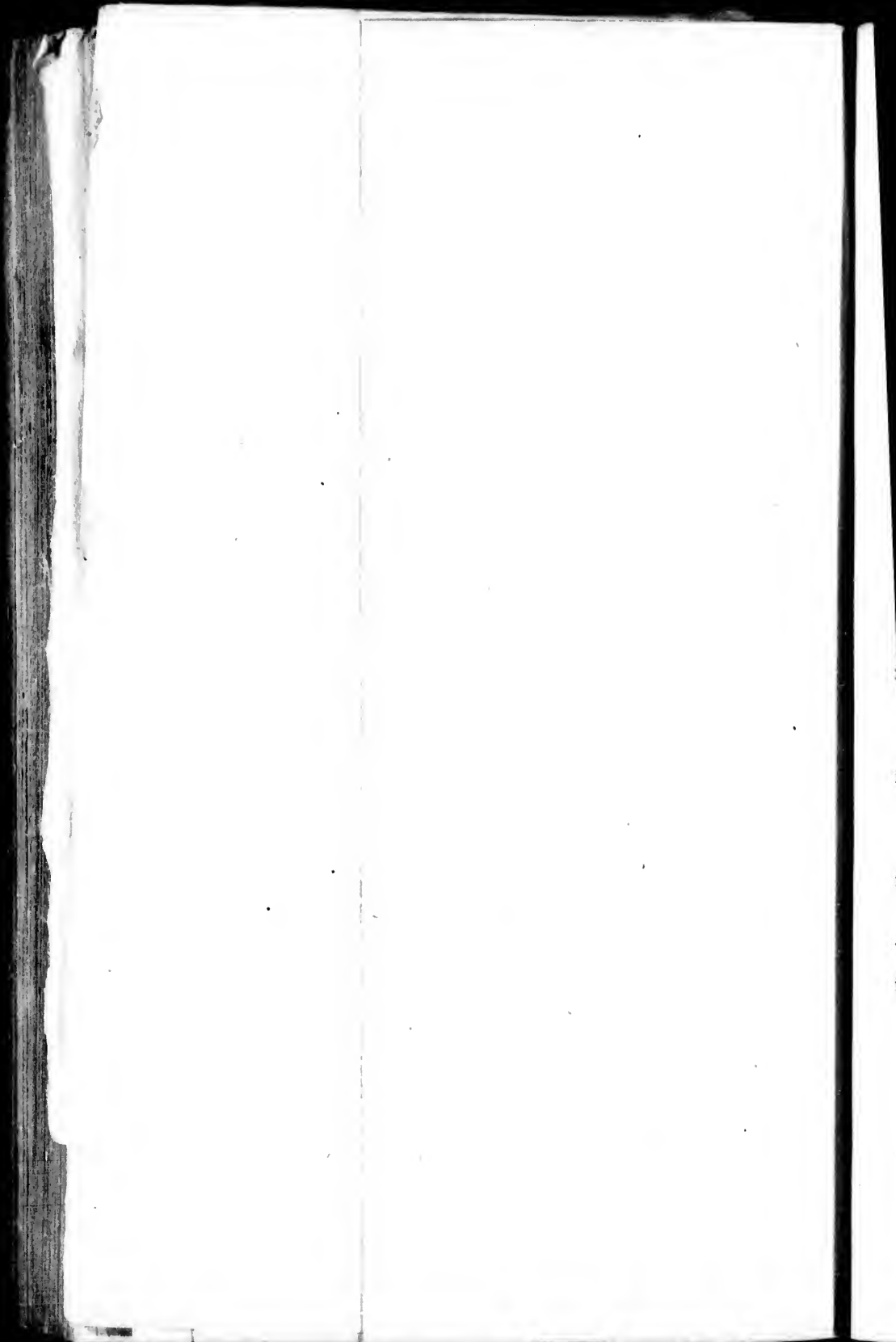
Every Hundred Quintals makes one Hoghead } 11490 Hhds.
 of Oil; hence 186000 Quintals will produce }
 4000 Fish, equal to 100 Quintals; hence } 975
 3900000 Mud Fish, = to - - - - }

12465 Hhds. which are equal to 3116½ Tons.

V A L U A T I O N.

1149000 Quintals of Fish, at 10s. Sterling,	574500 0
3116½ 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
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.



(1)

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 2 $\frac{1}{4}$	6512095 15 11 $\frac{3}{4}$	1954201 4 9 $\frac{1}{2}$
from 1710 to 1720.	5288571 13 7 $\frac{3}{4}$	7767307 11 11	2478735 18 3 $\frac{1}{2}$
from 1720 to 1730.	6950811 3 2 $\frac{1}{4}$	10130870 11 9	3180059 8 6 $\frac{3}{4}$
from 1730 to 1740.	7570598 2 0 $\frac{3}{4}$	11338961 8 3 $\frac{3}{4}$	3768363 6 3
from 1740 to 1750.	7396609 11 1 $\frac{1}{2}$	12399055 15 2 $\frac{1}{4}$	5002446 4 0 $\frac{1}{4}$
from 1750 to 1760.	8570989 9 8	13829953 13 1	5258964 3 5
from 1760 to 1770.	11088711 7 6 $\frac{1}{4}$	14841548 12 9	3752837 5 2 $\frac{3}{4}$
from 1770 to 1780.	11760655 10 4 $\frac{3}{4}$	13913236 5 6	2152580 15 1 $\frac{3}{4}$

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 8
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 11¼	1068983 16 0½
from 1760 to 1770.	1032436 12 9½	1818595 6 2
from 1770 to 1780.	1412130 5 0¾	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 0⅓	58834 9 10½
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 700 to 710.	£. s. d.	£. s. d.
	588357 0 5 $\frac{1}{4}$	2146519 9 2
	538021 18 6	2020172 18 10 $\frac{1}{4}$
	571430 18 10	1985979 6 9 $\frac{1}{2}$
	425495 13 9 $\frac{1}{4}$	1867142 18 11 $\frac{3}{4}$
	436485 18 0 $\frac{3}{4}$	2404559 14 0 $\frac{3}{4}$
from 1750 to 1760.	352420 18 0 $\frac{1}{4}$	1692594 1 10 $\frac{3}{4}$
from 1760 to 1770.	444981 19 3 $\frac{1}{4}$	1864362 8 10 $\frac{1}{4}$
from 1770 to 1780.	475166 12 8 $\frac{1}{4}$	1553143 18 11 $\frac{1}{2}$

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 $\frac{1}{4}$
from 1720 to 1730.	77937 7 0	214921 13 3
from 1730 to 1740.	158923 4 4 $\frac{1}{2}$	290348 6 11 $\frac{3}{4}$
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 $\frac{1}{4}$	971434 9 11 $\frac{1}{2}$
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.

	£.	s.	d.	£.	s.	d.
Average from 1700 to 1710.	123752	3	8 $\frac{3}{4}$	132380	6	9
from 1710 to 1720.	181587	9	7 $\frac{1}{2}$	87705	13	7 $\frac{1}{4}$
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 $\frac{3}{4}$
from 1770 to 1780.	1084539	17	4	206813	2	0 $\frac{1}{4}$

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11 $\frac{1}{4}$ 7 $\frac{1}{2}$

6

0 $\frac{1}{2}$ 7 $\frac{1}{2}$ 0 $\frac{1}{4}$ 1 $\frac{1}{4}$

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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 5¾
from 1720 to 1730.	167493 2 10¾	35295 6 9
from 1730 to 1740.	198069 15 9¾	24131 7 5½
from 1740 to 1750.	183789 3 10¾	32570 18 1
from 1750 to 1760.	201545 14 6½	18190 15 4½
from 1760 to 1770.	210415 15 2¾	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 9½	71480 1 6½
from 1730 to 1740.	92750 2 1¼	60060 12 8½
from 1740 to 1750.	91420 5 9½	75746 3 1¼
from 1750 to 1760.	79321 7 7¼	81279 19 10½
from 1760 to 1770.	80815 7 2¼	149926 3 10
from 1770 to 1780.	92004 8 8½	179588 8 1

IMPORTS FROM EXPORTS TO
GREENLAND.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	17 16 7	— — —
from 1710 to 1720.	— — —	— — —
from 1720 to 1730.	426 5 6 $\frac{1}{4}$	93 0 0 $\frac{1}{2}$
from 1730 to 1740.	2513 1 9 $\frac{1}{4}$	44 1 4 $\frac{1}{2}$
from 1740 to 1750.	1409 17 1 $\frac{1}{4}$	— — —
from 1750 to 1760.	17225 17 3	203 14 10
from 1760 to 1770.	11287 7 9 $\frac{1}{4}$	28 15 5
from 1770 to 1780.	31692 11 9	67 14 11

IMPORTS FROM EXPORTS TO
EAST COUNTRY OR BALTIC:
VIZ. DANTZIC, RIGA, &c.

	Average from 1700 to 1710.	£. s. d.	£. s. d.
	139835	9 5 $\frac{3}{4}$	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 $\frac{3}{4}$	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 10¾	217520 11 5
from 1730 to 1740.	64294 10 10½	303165 12 8½
from 1740 to 1750.	38373 8 11¼	260913 2 1¼
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 4¾	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 0¾	445505 18 8½
from 1720 to 1730.	460129 13 10	625246 7 10½
from 1730 to 1740.	477639 1 7¾	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 3¾	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 4 $\frac{1}{4}$	646575 5 0
from 1710 to 1720.	304956 9 8	722156 16 0 $\frac{1}{4}$
from 1720 to 1730.	376009 16 9 $\frac{1}{2}$	906642 16 1 $\frac{1}{4}$
from 1730 to 1740.	317260 14 1	1109231 17 10 $\frac{1}{4}$
from 1740 to 1750.	380436 0 2	1137691 15 6 $\frac{1}{2}$
from 1750 to 1760.	267656 19 1 $\frac{1}{4}$	1223262 0 9 $\frac{1}{4}$
from 1760 to 1770.	339906 19 9 $\frac{1}{2}$	805728 9 2 $\frac{1}{4}$
from 1770 to 1780.	375485 3 3	600019 10 0 $\frac{1}{4}$

IMPORTS FROM EXPORTS TO
ITALY AND VENICE.

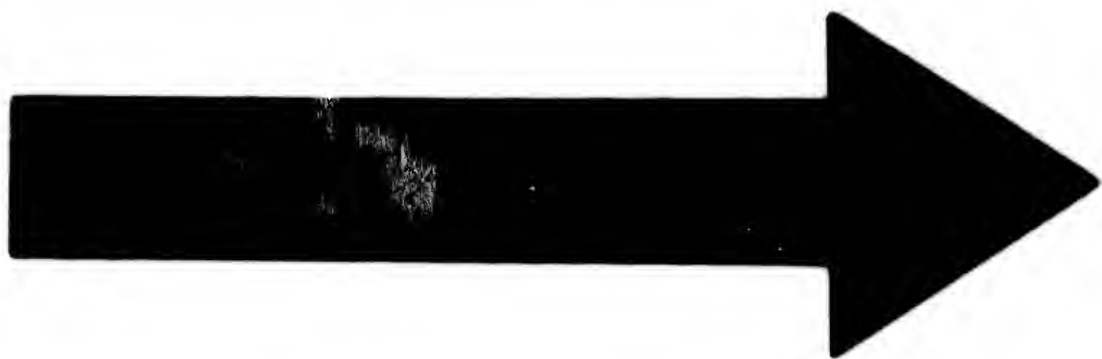
Average from 1700 to 1710.	£. s. d.	£. s. d.
	248298 5 6 $\frac{1}{4}$	173597 0 0
from 1710 to 1720.	405503 13 5 $\frac{1}{4}$	212924 16 0 $\frac{1}{2}$
from 1720 to 1730.	503859 18 4 $\frac{1}{2}$	144293 6 3 $\frac{1}{4}$
from 1730 to 1740.	464443 4 9 $\frac{1}{2}$	150734 8 11 $\frac{1}{2}$
from 1740 to 1750.	549704 14 6 $\frac{3}{4}$	142781 18 6 $\frac{1}{4}$
from 1750 to 1760.	583852 5 4 $\frac{1}{2}$	276034 15 6 $\frac{1}{4}$
from 1760 to 1770.	717948 1 4 $\frac{1}{4}$	686045 4 9
from 1770 to 1780.	677903 1 7	772195 11 6 $\frac{1}{2}$

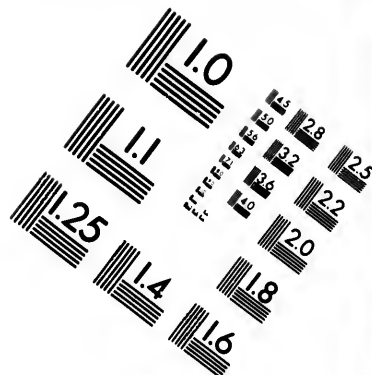
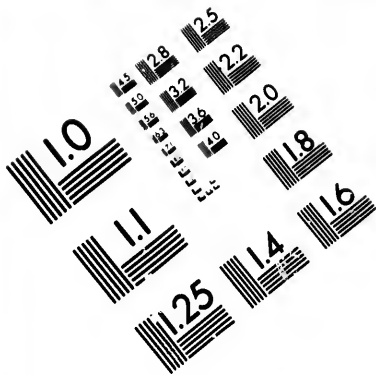
IMPORTS FROM EXPORTS TO
S T R E I G H T S.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	3455 5 0	263615 4 10½
from 1710 to 1720.	23580 11 1¼	391860 19 8½
from 1720 to 1730.	104589 9 10	503565 6 3½
from 1730 to 1740.	116517 14 4	701392 14 2¼
from 1740 to 1750.	37831 14 10¾	565463 4 6
from 1750 to 1760.	96769 10 5	539055 13 6½
from 1760 to 1770.	24866 4 9½	148655 9 9¾
from 1770 to 1780.	3525 1 2½	82028 15 8½

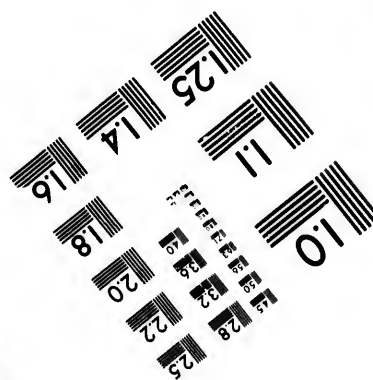
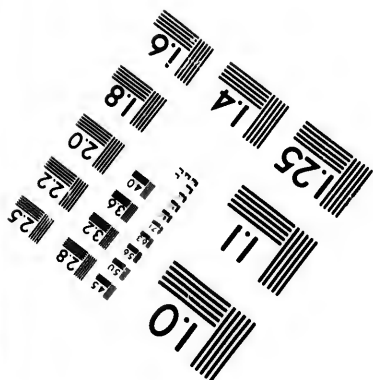
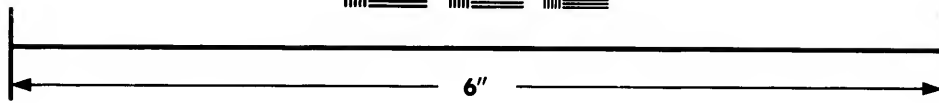
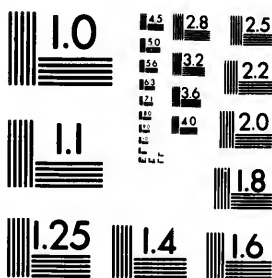
IMPORTS FROM EXPORTS TO
T U R K E Y.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	252942 19 11½	184321 2 1½
from 1710 to 1720.	312218 19 8½	221836 8 7¼
from 1720 to 1730.	291637 9 5¼	206794 1 8
from 1730 to 1740.	201520 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





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

1.5 2.8
1.8 3.2
2.2 3.6
2.5 4.0
3.0 4.5
3.6 5.0
4.5 6.0
5.6 8.0

10
1.5 2.8
1.8 3.2
2.2 3.6
2.5 4.0
3.0 4.5
3.6 5.0
4.5 6.0
5.6 8.0

IMPORTS FROM EXPORTS TO
A F R I C A.

Average from 1700 to 1710.	£. s. d.	£. s. d.
	13790 11 1	82017 4 4½
from 1710 to 1720.	20647 2 9	32936 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 0¼	154826 3 10
from 1750 to 1760.	37258 19 10½	221977 16 10
from 1760 to 1770.	46115 7 4¼	493959 9 10
from 1770 to 1780.	68209 17 7¾	508294 16 2

IMPORTS FROM EXPORTS TO
EAST INDIES.

Average from 1700 to 1710	£. s. d.	£. s. d.
	482670 1 6 $\frac{1}{4}$	100283 1 10 $\frac{1}{2}$
from 1710 to 1720.	738183 19 2 $\frac{1}{4}$	93692 4 0
from 1720 to 1730.	961959 1 2	112477 12 6
from 1730 to 1740.	971506 15 10 $\frac{1}{2}$	207979 16 6 $\frac{1}{4}$
from 1740 to 1750.	976298 3 7 $\frac{1}{2}$	488682 10 10 $\frac{1}{2}$
from 1750 to 1760.	854793 1 10 $\frac{3}{4}$	801657 7 8 $\frac{1}{4}$
from 1760 to 1770.	1478158 8 5 $\frac{1}{4}$	1038023 4 2
from 1770 to 1780.	1523273 18 8 $\frac{1}{4}$	909033 7 2 $\frac{1}{2}$

IMPORTS FROM EXPORTS TO
WEST INDIES.

Average	£. s. d.	£. s. d.
from 1700 to 1710.	629127 14 8 $\frac{1}{2}$	313038 18 10 $\frac{1}{2}$
from 1710 to 1720.	909471 0 7	436752 19 11 $\frac{1}{2}$
from 1720 to 1730.	1229075 11 2 $\frac{1}{2}$	470076 15 10 $\frac{1}{2}$
from 1730 to 1740.	1342122 7 2 $\frac{1}{2}$	439467 5 10 $\frac{1}{2}$
from 1740 to 1750.	1220443 1 6 $\frac{1}{2}$	725664 16 11
from 1750 to 1760.	1779008 0 8	824026 12 9 $\frac{1}{2}$
from 1760 to 1770.	273334 18 3	1133233 6 1 $\frac{1}{2}$
from 1770 to 1780.	2943955 7 1	1279572 6 0

IMPORTS FROM EXPORTS TO

BERMUDA.

	£. s. d.	£. s. d.
Average from 1700 to 1710.	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 7¼
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 0	375489 18 0½
from 1720 to 1730.	556270 4 8	487493 1 8
from 1730 to 1740.	719487 8 6½	690986 14 1¾
from 1740 to 1750.	756219 12 1½	858326 18 4½
from 1750 to 1760.	848517 3 8	1676138 4 6¾
from 1760 to 1770.	1138720 11 4	2091407 9 0½
from 1770 to 1780.	877442 15 10	2156479 2 3¾

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 6¼	812647 13 0¼
from 1750 to 1760.	802691 6 10	1577419 16 2½
from 1760 to 1770.	1044591 17 0	1763409 10 3
from 1770 to 1780.	743560 10 10	1331206 1 5

	St. Kitts	St. Lucia	St. Martin's	St. Thomas	Tobago	Tortola	Southern Fishery	Demerara	New Orleans	Prize Goods	Grand Total	St. Vincent	St. Eustatius	St. Kitts	St. Lucia	St. Martin's	St. Thomas	Tobago	Tortola	Southern Fishery	Demerara	New Orleans	Prize Goods	Grand Total														
	453	8	5	5	5159	17	1	0	0	9,762,622	9	5	10,831,062	10	4	8	11,602,660	12	4	9,011,599	16	9	10,569,186	10	10	11,918,991	9	0	12,355,750	0	1	9,532,606	19	10				
	133312	15	0	0	29330	2	8	0	0	806,564	1	5	1,087,928	18	8	4	663,089	7	9	521,907	3	1																
	89394	3	0	0	70960	0	10	0	0																													
	4127	15	3	3	4151	0	0	0	0																													
	26606	12	11	11	20232	19	6	0	0																													
	14442	17	10	9	—	—	—	—	—																													
	33438	0	9	6	14528	3	1	—	—																													
	4473	13	6	4	—	—	—	—	—																													
	98	17	4	—	—	—	—	—	—																													

JOHN TOMKYN'S, Assistant Inspector-General.

Custom-House, London, November 20, 1783.

Venice	1562	19	10	21	414	19	11	5	2008	4228	3	0	7	41325	10	7
Alderney	17819	16	3	37035	12	2	6	42113	4	4	0	0	53540	16	4	0
Guernsey	1733	14	1	7	--	--	3	2148	4	5	1	5	38	10	0	0
Jersey	55077	8	8	80333	12	1	1	61693	19	4	1	1	56298	6	0	0
Canada	18987	11	2	14535	15	1	1	23966	18	4	4	3	13347	14	9	0
Carolina	42807	13	6	48547	17	11	11	490579	8	8	3	8	144291	7	10	2
Florida	330847	2	10	94368	8	2	2	69742	15	15	8	2	14182	4	2	6
Georgia	16446	9	1	30715	5	1	1	4707	0	11	0	0	30935	13	6	6
Hudson's Bay	14058	19	0	506	5	0	0	339	15	0	0	0	6804	1	10	8
New England	6228	3	5	14763	17	0	0	8188	8	11	11	11	6801	18	8	8
Newfoundland	--	--	--	2068	6	0	0	--	--	--	--	--	--	--	--	--
New Providence	74091	4	3	51593	18	10	10	125388	16	5	5	5	68825	4	10	10
New York	1776	15	10	3553	16	2	2	--	--	--	--	--	1034	14	4	4
Nova Scotia	502977	5	8	2904	18	5	5	186242	4	5	5	5	7690	3	2	2
Anguilla	32474	10	1	4023	19	6	6	71505	5	2	2	2	2943	5	10	6
Antigua	--	--	--	--	--	--	--	5297	7	7	2	2	48239	18	6	6
Barbados	65223	11	2	152445	4	2	2	131438	9	2	2	2	231019	5	5	5
Bermuda	152681	6	10	81177	13	11	11	201314	13	5	5	5	176999	2	5	5
Jamaica	2346	3	6	2673	14	9	9	16649	9	8	8	8	880	15	11	11
Montserrat	442695	5	2	869751	14	10	10	670669	7	7	7	7	1157121	0	11	11
Nevis	14707	12	6	56402	10	8	8	428	14	10	10	10	47695	14	9	9
St. Croix	22634	11	2	83513	8	2	2	4387	2	0	0	0	47386	16	9	9
St. Eustatius	--	--	--	--	--	--	--	850	0	0	0	0	--	--	--	--
St. Kitt's	453	8	5	5159	17	1	1	--	--	--	--	--	7637	18	7	7
St. Lucia	133312	15	0	385527	17	10	10	29304	17	8	8	8	248916	0	4	4
St. Martin's	89394	3	0	103565	19	0	0	139853	6	9	9	9	258141	16	11	11
St. Thomas	4127	15	3	28010	4	3	3	442	7	5	5	5	40580	16	1	1
Tobago	26606	12	11	--	--	--	--	222632	10	7	7	7	3952	10	5	5
Tortola	14442	17	10	29330	2	8	8	1893	5	10	10	10	4109	7	10	10
Southern Fishery	33438	0	9	70960	0	10	0	92720	12	2	2	2	161388	1	2	2
Demerara	--	--	--	4151	0	0	0	--	--	--	--	--	94	5	0	0
New Orleans	4473	13	6	20232	19	6	6	--	--	--	--	--	47913	1	4	4
	98	17	4	--	--	--	--	14318	3	1	1	1	4426	11	10	10
Prize Goods	9,762,622	9	5	10,831,062	10	4	4	11,692,660	12	4	4	4	9,011,599	16	9	9
	806,564	1	5	1,087,928	18	8	8	663,089	7	9	9	9	521,007	3	1	1
Grand Total	10,569,186	10	10	11,918,991	9	0	0	12,355,750	0	1	1	1	9,532,606	19	10	10

JOHN TOMKYN'S, Assistant Inspector-General.

Custom-House, London, November 20, 1783.

N U M B E R 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
Carriacs	—	—	—	—	—	—	1341	12 11
Denmark and Norway	172012	19 9	94639	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	1204800	4 5	2060983	7 1	1083002	6 5
France	873	12 —	1000	14 4	8153	11 2	4783	13 6
Germany	1 00078	11 2	617185	6 5	1540745	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	177698	8 8
Madeira	24000	9 10	2433	8 2	50256	13 2	3867	7 6
Portugal	523493	7 3	355723	3 0	687324	11 10	28054	14 4
Ruffia	137967	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	24	9 1
Sweden	62510	8 10	212414	19 11	56083	2 7	163210	7 11
Turkey	1562	19 10	24180	2 6	4248	3 0	41325	10 7
Venice	17819	16 3	37035	12 3	42113	4 0	53540	16 4
Alderney	1733	14 1	7	—	2148	4 5	38	10 0
Guernsey	55077	8 8	80333	12 1	61693	19 1	56298	6 0
Jerley	18987	11 2	14535	15 1	23966	18 4	13347	14 9
Canada	422807	13 6	48547	17 11	490579	8 3	144291	7 10
Carolina	330847	2 10	94368	8 8	69742	15 8	14182	4 2
Florida	16446	9 1	30715	5 1	4707	0 11	30935	13 6
Georgia	14058	19 0	506	5 0	220	15 0	68	10 0

N U M B E R 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

Italy	—	—	—	—	—	—	—	—
Poland	—	—	—	—	—	—	—	—
Portugal	—	—	—	—	—	—	—	—
Prussia	—	—	—	—	—	—	—	—
Russia	—	—	—	—	—	—	—	—
Sweden	—	—	—	—	—	—	—	—
	161	6	1	7389	19	975	12695	13
	678	14	9	14614	10	43	8657	13
	82	5	4	9648	11	2800	14863	5
	5915	5	7	209325	1	3325	203804	14
	4793	13	7	18793	7	11165	22698	12
					11	7629		
Total	763106	9	803870	12	10	653708	13	10
							809021	15
								8

Custom-house, Edinburgh, November 24, 1783.

ROBERT MENZIES }
 Acting Inspectors of Imports and Exports.
 RICHARD GARDNER }

Denmark and Norway	35011	11	1	1	28191	19	4	65559	8	2	92300	4	2
Flanders	56452	6	10	3	45803	19	4	19417	17	2	13636	15	8
Germany	26458	11	3	3	26659	2	6	—	—	2	1420	16	—
Greenland	—	—	—	—	8291	13	3	—	—	—	5940	14	5
Guernsey	—	—	—	—	5197	10	8	1782	—	2	6522	6	8
Holland	17285	5	—	—	13563	8	5	—	—	—	—	—	—
Iceland	—	—	—	—	465	1	3	—	—	—	37	10	—
Jersey	—	—	—	—	245	18	10	—	—	—	1230	6	8
Ireland	—	—	—	—	195685	13	6	—	—	—	149889	19	4
Isle of Man	305167	11	11	6	802	6	—	201182	19	10	253	4	—
Italy	1818	18	—	—	—	—	—	176	19	1	—	—	—
Poland	161	6	1	—	7389	19	—	975	—	—	12695	13	9
Portugal	678	14	9	—	14614	10	—	43	11	—	8657	13	1
Prussia	82	5	4	—	9648	11	9	2800	15	10	14863	5	10
Russia	5915	5	—	—	209325	1	8	3325	2	2	203804	14	8
Sweden	4793	13	7	—	18793	7	11	1165	8	8	22698	12	—
Total	763106	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.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
America	183620 10 2	49826 19 2	73311 4 0	110637 10 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
Guernley	17285 5	5197 10 8	1782 2	5940 14 5
Holland	—	13563 8 5	—	6522 6 8
Iceland	—	465 1 3	—	37 10
Jerley	—	245 18 10	—	1230 6 8
			201182 10 10	140880 10 4

